

1913



THE SPRINGBOK

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of

THE ROYAL CANADIAN DRAGOONS



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MESSAGE FROM THE COLONEL OF THE REGIMENT

BRIGADIER GENERAL E.A.C. AMY, DSO, OBE, MC, CD

One of the perks of being Colonel of the Regiment is that the editor of the Springbok gives me an opportunity each year to say a few words to its readers without having to argue or defend what I say. It is as safe as arguing with the Sergeant-Major through a sound proof glass.

Although I was able to visit you only twice during the year I was conscious on both occasions of a "settled in" atmosphere and a high standard of performance in your regimental activities which suggest a lot of hard work by a great many soldiers. This is particularly true bearing in mind that 1972 was your first full year in Lahr and with a new organization and a new mission. Colonels Carew and Brown shared command during this period and to each I offer my congratulations for the part that they played in bringing this about. I know that both of them would agree with me when I say that the enviable achievements of the Regiment during 1972 were a direct result of the performance and dedication of everyone serving in it.

I hope that the editor will forgive me when I stray slightly into 1973 and congratulate all of you on the glowing praise I hear of your performance on Exercise Reforger IV. I feel sort of cheated that I was not able to participate with you and I am looking forward to my next visit when I expect I will hear some colorful accounts of these mighty battles. Until then my very best wishes to all and a pat on the back for the high standards which you have maintained in the Regiment.



MESSAGE FROM THE COMMANDING OFFICER

Having worn the Springbok without interruption for almost two decades, it is with great pride and pleasure that I take this first opportunity to address all Dragoons. To all ERE and Old Comrades, I offer my assurances that your Regiment is in good shape and is successfully striving to maintain the traditions, high standards and enviable record of performance passed on to us.

It is regrettable that an article from our Allied Regiment, The Blues and Royals, is not included in this issue. It was unfortunately not received before we were forced by the late date into print.

Colonel A.L. Brady, the 26th Commanding Officer of the Regiment, has recently completed a tour of the whole of the RCD route covered during the Boer war. As is typical, he has gone at this project thoroughly and with a vengeance. Much research and study both preceded and attended the trip. He has undertaken to record his travels and findings, most probably under the title "Leliefontein Revisited". Once the project is completed, the Regiment will publish and distribute the article. No doubt all Dragoons, past and present, look forward with anticipation to that day.

It is with pleasure that I draw the attention of all to the fact that the 29th Commanding Officer of the Regiment, BGen P.V.B. Grieve, has regained command of it; this time however from his lofty perch as Commander 4 CMBG. It is with pride in his accomplishment that the Regiment welcomes him back.

In retrospect, the Dragoons have had a good year. Happenings of note are of course recorded in the following pages. Subsequent to their having been written the Regiment participated in January as part of the enemy force on Exercise Reforger. As might be expected, it acquitted itself extremely well. All ranks really put their backs to it. C Squadron came off with a special mention by the Commander First American Armoured Division while the tired old Centurions amazed everyone by staying on the road in a most dependable fashion.

Worthy of note is the fact that the spectre of the "Scorpion - Direct Fire Support Vehicle" as a main equipment for this Regiment is fast disappearing from the scene. Happily, it now appears that we will keep our main battle tanks for the foreseeable future and will thus be able to keep

the art of tank warfare alive in the Canadian Forces.

As is readily apparent, the format of this publication differs markedly from that of last year. This difference is regretably due to several reasons which all come back to that old bug bear, cash. Firstly, the advertizers this year have not been forthcoming. Secondly, support from ERE and Old Comrades has not been good. To date, of over 100 copies of Springbok 71 mailed out only about 50 copies have been paid for. Thirdly the Regiment, living as it does within the Base Concept and without its own institutes, is unable to generate sufficient capital to comfortably underwrite the shortfall. Springbok 71 was a first class issue but it cost the men of this Regiment \$1,000. from their fund. Such a venture was not one which in all conscience I was prepared to repeat.

Within this volume the reader will see reflected the enthusiasm, resourcefulness, professionalism, comradeship and brand of humour peculiar to the soldier which have always made Regimental life the great experience that it is. Times, equipment and circumstances have changed but the basic ingredient has not. The officers and men of the Regiment today share, in the same way as did their predecessors, the many triumphs and adversities of soldiering. The moaning, the belly laughs, the anecdotes, the experiences long to be remembered continue. The Regiment goes on -

In conclusion, a special note to all Old Comrades. Your recently updated listing, as reflected in this volume, can only be kept current with your co-operation and support. Please keep us advised of any changes you may be aware of. Your letters and expressions of continuing interest in the Regiment are always most welcome.



R.J. Brown
Lieutenant Colonel
34th Commanding Officer
The Royal Canadian Dragoons

19 March 1973

MESSAGE FROM THE OBERBURGERMEISTER OF LAHR

GREETINGS

It is with great pleasure that I take this opportunity to extend a friendly greeting to our Canadian guests from the citizens and the City of Lahr. You are posted far from your homeland in the service of peace and at the same time are becoming acquainted with another country and its people. It is my sincere wish and the desire of all that this meeting be agreeable and gratifying for you.

Lahr, our beautiful city of gardens and parks between the Black Forest and the Rhine, has been the centre of life, if only temporarily, for many Canadians since 1967. Many good German-Canadian contacts were made this year in Lahr and have even led to a partnership between Belleville, Ontario and our city.

I hope for both of us that this friendly co-existence will develop further; that you will enjoy your stay; and that you will take home with you pleasant memories of us.

Dr. Brucker
Mayor

THE TOOLS

HOFFMANN SIMULATIONS

by Capt WS Andrews

INTRODUCTION

The Hoffmann-Werke Lintorf cannonfire simulator kit (hereinafter Hoffmann device) consists of a nine-barrelled firing unit attached to a mounting bracket for installation on the tank main armament, a connecting cable and a nine-buttoned, key-operated control box. To operate, pyrotechnic charges are placed in the barrels and each barrel is fired separately by turning the key on the control box and pressing the corresponding button. The electrical power source can be any DC outlet on the tank. The charges themselves are detonated electrically; the pushed button closes the circuit. The detonation produces a loud report, a puff of white smoke and a visible flash, effectively simulating tank gunfire even at 800 meters. The unit cost of the device complete is about DM 2,000 while the pyrotechnic charge costs DM 2.

The firing unit and mounting bracket weigh about 80 lbs. Even after a thermal cover has been removed from the Centurion barrel the unit must be installed six feet from the gun trunnions. As a result an extra moment of approximately five hundred foot-pounds is exerted about the trunnions. A small shear force is also produced on the barrel. Efforts to balance the moment with a counterweight at the breech end have been unsatisfactory. Thus, after a period of time the constantly overloaded stabilizing metadynes would burn out.

One proven solution to the problem is to attach the firing unit to the gun mantlet in place of the searchlight. The obvious disadvantage is that the IR/white light capability is removed.

Hoffmann devices were issued to The Royal Canadian Dragoons in October 1971 for FTX "Certain Forge" and in September, 1972 for FTX "Canadian Club".

SIMULATION OF TANK GUNFIRE

Due to the need to simulate tank gunfire, the great extent to which the Hoffmann charge does this and the suitability of the Hoffmann device, alternatives have been tried.

The smoke grenade discharger (SGD) system on the Centurion tank virtually duplicates the Hoffmann device. It is a multi-barrelled, electrically-detonated, button-controlled system. The SGD tubes can be loaded with Hoffmann charges and when the F103 fuse hole at the base of the tube is closed (with a nut and bolt) the charges can be fired in the tubes.

A detailed description of the SGD can be found in RAC Cent-urion Gunnery Pam 15 PP 66 to 68. To summarize there are twelve barrels, six on each side of the turret. Each set of six has the tubes mounted vertically in pairs, to a common bracket. The wiring is such that one button controls three tubes; button No 1 the three left outside tubes, No. 2 the left inside, No. 3 the right inside and No. 4 the right outside.

The specific modifications to the SGD system to permit it to accept and fire the Hoffmann charges are as follows:

- a. The male plug of the charge will fit into the female trouble light socket on a tank. By drilling four small holes in each of the SGD rear covers, two sockets (one for the top and one for the bottom tube) can be installed and wired into the system. This is a very simple process. As a result the charge need only be inserted into the tube and then plugged into the socket to be ready for detonation. This modification has the advantage of permitting a rapid and easy check of the circuits by simply plugging in a trouble light.
- b. As mentioned above, the hole in the base of the tube must be closed (by using a nut and bolt) to protect the wiring at the rear of the SGD from fouling.
- c. It has been found that the SGD mount cannot withstand repeated detonations in the outside corner tubes. Thus the tubes must be rewired so that instead of No. 1 button firing the three left outside tubes it fires three tubes, one of which would be the bottom left inside tube. No. 2 button would then be wired to fire the remaining three tubes including the top left inside tube. The right side would be correspondingly modified. All that is involved in the rewiring is changing the leads in the back of the SGD. Normally all four buttons are pushed at once when the smoke grenades themselves are fired to protect the vehicle, so this modification would in no way affect the operational readiness of the vehicle.

Due to the power of the charge several safety precautions are necessary, including ensuring that the SGD tube to be fired is not near the driver's head. This would obviate the need for causing the driver to stay "hatches down". If the power of the charge is respected, the modified SGD method of simulating tank gunfire is safe and effective.

There are other inherent weaknesses of the SGD system. Someone must leave the turret to reload the SGDs after the four charges are fired. Also, since the crew commander fires the

SGDs he is the only crew member really involved in firing. The gunner must conduct the gun drills "dry". The operator is only involved in reloading the tubes.

As a result, a far more promising device has been developed involving the mounting of an SGD tube inside a 105mm spent casing and the modification of the primer. Once a charge is placed in the SGD tube the casing is loaded into the breech just as a live or blank round. The charge is fired electrically when the gunner presses the trigger, thus passing current through the firing needle assembly. The operator then unloads the casing, inserts a new charge and is ready to continue. The operator, gunner and crew commander all go through their drills. Realism is greatly enhanced by fumes in the turret, and the fouling of the breech by ash from the charges. The report of the charge at the muzzle of the cannon is only slightly less loud than that of the SGD and both flash and smoke are still present. The noise is also quite noticeable inside the turret.

Compared with the SGD system the spent casing modification has several distinct advantages. One of these is that it is much safer when the charge is "loaded" into the casing since it is remote from any electrical source. Only when the casing has been placed in the breech and the breech block fully closed can a detonation occur. The explosion itself occurs inside the gun barrel and resulting blast, flash, smoke and debris are directed along the bore axis and thus are not as widespread as with the SGD. There is no danger to the driver.

It has also been found that detection of the flash and sound decreases sharply when the gun is not aimed directly at the target.

The most important advantage is the crew training value. The gunner fires the charges by the normal firing circuit when he pushes one of the finger-operated firing switches. He thus can go through all his gun drills, terminating by actually "firing" the cannon. Misfire drills may easily occur, further exercising both himself and the rest of the crew.

The operator must physically load the cannon with rounds which are only slightly shorter than service APDS rounds. If he neglects to trip the loader's safety switch the round cannot be fired. To engage a target, then, the crew commander gives the fire order, the gunner lays on the target and the loader loads the casing. The crew works together in an atmosphere which closely approaches realism.

Also of note is the fact that the empty casing simulation is even more effective than blank rounds. In size and weight

it is closer to the service round and the after effects in the turret (fumes and ash) are more realistic. Since the casings are reusable, and the Hoffmann charges so cheap, there should be no problem in having sufficient ammunition for any length of exercise. This has always been a problem with the much more expensive blanks.

Another idea, as yet untried, is to mount the nine-barrelled Hoffmann firing unit to the top of the Centurion turret. The mount would have to be modified, of course, and probably at least three bolts would have to be welded to the turret. The advantage is that the tubes could be loaded by the operator who may not have to leave the turret, but just lean out, and, that the kit is, with the slight mounting modification, already produced. The charges can also be fired along the axis of the gun. This alternative, although expedient, still lacks the crew training value of the modified spent casing.

FURTHER USES OF THE HOFFMANN CHARGE

With ingenuity, the Hoffmann charge can be used to simulate practically any battlefield detonation. Some examples are given below. Due to the extremely low unit cost of the charge and the materials involved, the charge is extremely "cost effective".

Artillery Shellfire. The detonation of an artillery shell has been effectively simulated by placing about one pound of flour in a small plastic bag, closing the bag and then placing it on a charge. The charge was connected across a six volt Vidor battery and the resulting explosion produced the regular noise coupled with an accentuated flash due to the rapid concentrated particle ignition. This technique has already been used successfully with lengths of field telephone cable of up to 150m from a 24 volt source. The charges were laid in a pattern to simulate the adjusting rounds and a one round (six charges) battery fire for effect. For the latter, all six charges were connected in parallel across a 24 volt source.

Napalm. This was simulated by placing about four gallons of gasoline in a green garbage bag and detonating a charge under the bag. The result was a large "fireball" which rose about five feet, flame four to six feet high for about a minute and a great deal of black smoke.

Tactical Nuclear Detonation. A slight variation of the above, this effect was achieved by placing about ten gallons of gas and a pint of oil in a green garbage bag and detonating nine charges simultaneously underneath. All this was done in a 45 gallon drum. The products of the explosion were a loud report, a fireball which rose about eight feet and black smoke which mushroomed to a height of 100 to 200 feet depending on the weather.

Anti-tank Fire. The firing of the M113-mounted 106mm re-

coilless rifle was simulated by firing Hoffmann charges from one of two SGD tubes affixed to the top of an APC. The tubes were welded to a metal plate which was bolted to the vehicle top. The plate also contained female trouble light sockets which were wired to long extensions. The firing itself was achieved by placing the free end of the extension into the slave cable socket in the driver's compartment.

Mortar Baseplate Fire. The detonation of the mortar bomb propellant at the baseplate position was duplicated by firing Hoffmann charges from a baseplate composed of two SGD tubes attached to the top of a metal plate. A metal spike was welded to the bottom to hold the plate stationary during firing. The female trouble light socket connected to a six volt source was again used to complete the circuitry.

Anti-tank Mine. The key to this simulation was a simple wooden spring-action clothes peg. A thumb tack was pushed through each of the two handles so that if the handles were pressed together the flats of the two tacks would touch each other. The tacks were then connected into a circuit containing an electrical source and a Hoffmann charge (some distance from the clothes peg). The peg was placed between two horizontal boards so that pressure on the top board would force the handles together, bringing the tack heads into contact and closing the circuit.

This method has already worked repeatedly with the pressure coming from tank tracks passing over the boards. The boards were dug into the ground so that the top of the upper board was just above ground level (but covered lightly with dirt).

Wire Booby Trap. This simple device was constructed of a wire strung between two posts. A spring was connected at one end of the wire, between it and the post. Further along the wire an insulator strip was inserted. The wire was strung so that it was fairly taut, thus putting the spring under tension.

Two tacks were again placed in a clothes peg but this time in the jaws so that when the peg was without external force the jaws were together and the tack heads were in contact. The tacks were wired into a circuit containing a Hoffmann charge and a DC source. The insulator was placed between the jaws of the peg to keep the circuit open. The peg itself was attached to a firm object (tree) to keep it stationary. A greater tension in the wire (someone tripping on it) would cause the insulator to be pulled out of the clothes peg jaws and thus close the circuit and detonate the Hoffmann charge. A decrease in tension (someone cutting the wire) would allow the spring to pull the insulator from between the jaws.

The charge itself must be placed far enough from the wire so that there would be no danger to the person detonating the Hoffmann charge.

SAFETY

The Hoffmann charge detonation produces blast, flash, noise and perhaps entrained particles, the effects of which must be respected by the user. Special considerations for the different applications have already been discussed. The other important aspect is the electrical initiation. All work on the various simulations should be done with an open circuit and the final connections should be made after the other work has been completed.

CONCLUSIONS

As offered by the manufacturer the cannon-fire simulator kit is expensive, of little crew training value and unsuitable for mounting on the Centurion tank. The effect of tank gunfire can be achieved by slightly modifying the SGDs or preferably by firing the charge from a spent casing in the main armament.

Further applications of the Hoffmann charge are to simulate artillery shells, napalm, tactical nuclear detonations, anti-tank fire, mines and booby traps. All these modifications, including those to simulate tank gunfire, are relatively simple in construction and cheap in terms of material and time. They are also, if used intelligently, extremely effective and safe. The Hoffmann charge can be used in some way or other to simulate almost all battlefield explosions or firings. At a cost of DM 2 or \$0.66 the Hoffmann charge is one of the cheapest and probably the most effective training aid available.

INDIVIDUAL WINDSCREEN

FOR TRACKED VEHICLE CREWMEN

Most AFV crewmen must expose their faces to the elements to varying degrees in order to carry out their tasks. Dirt and dust particles from preceding vehicles in a convoy, insects and cold winds with a relative velocity of up to 50 MPH may be encountered. As a result vision is often partially if not completely impaired. The use of a windscreen is the most obvious

solution but it has some severe limitations. In combat a windscreen limits visibility and could shatter in a crew member's face. The ad hoc perspex windscreen on M113 family vehicles could gravely injure a crewman flung against and through it by a pitching vehicle. This windscreen also limits the arcs of crew-served weapons and produces glare.

The light weight protective mask worn by artificers engaged in grinding processes is a clear plastic faceshield, hinged to a headband which can be swung forward to a horizontal position. When wearing the mask a crewman can still wear earplugs and a beret. The shield can be flipped up quickly to permit the wearer to use binoculars or fire a weapon. In the vertical position the mask offers good protection from foreign objects and cold wind (anti-dimming cream limits fogging). In rain the mask is easier to wipe than goggles and provides a much wider field of view. The danger of injury to the crewman by being pitched through a windscreen is removed. The lightweight of the mask and its adjustable headband allow comfortable wear during almost all driving conditions.

The mask is already carried by the CAF as a Class C item valued at \$1.99 to \$3.00. It will undergo informal user trials by RCD personnel in 1973.

MICROPHONE FOR THE NBCW MASK

When worn by dismounted troops the NBCW protective mask allows sufficient voice transmission within the immediate area. When personnel are mounted in APCs however the noise level is such that the use of the radio for broadcast or crew inter-communication is severely limited.

The M113 is issued with US pattern headsets with boom-microphones attached. In NBCW conditions a crewman wearing a mask has great difficulty using the boom-microphone. He must shout to produce an audible signal. The message heard by the receiving station is weak and garbled. After several hours of operations crewmen are usually hoarse.

By removing the wire support arm, the standard small boom-microphone can be mounted inside the mask to be opposite the wearer's mouth. A small hole must be drilled into the voice transmission device for the microphone cable. The resulting small leaks can be easily sealed with rubber cement.

When the mask is worn the normal boom-microphone lead from the headset is unplugged from the handset and the lead from the mask microphone is inserted instead. The result permits clear transmissions without having to speak more loudly than usual.

HEARING CONSERVATION

by Capt PF Burman

The health of the soldier is threatened by more than enemy weapons. He must live and work under extreme conditions of climate and environment. Although it is not usually possible to completely eliminate these health hazards, the effects can be reduced. An example of this is in the area of hearing conservation.

Any loud noise can be a hazard to hearing. Depending upon the volume and time of exposure, hearing loss may be permanent or temporary. A daily 15 minute APC ride over a long period of time could result in permanent damage if no protective devices were worn. A single six hour drive however would likely cause only temporary damage.

The protective devices now available are not adequate for prolonged exposure to the noise produced by APCs, tanks and their associated weapons. The device required must permit satisfactory communications and protect the ear from damaging shock waves passing through the aural channel and the surrounding bone structure. As an interim solution, pending the development of a device by the Directorate of Environmental Medicine, it was felt that the equipment currently in use should be studied to

determine which would most clearly meet the existing needs.

An important consideration was that the protection of one area could not be to the detriment of another. A large ear muff which created a heavy pressure on the head would probably create headaches. Further, an uncomfortable device would not be used by soldiers.

A series of comparative experiments were conducted in the unit audio chamber, tests were carried out on ten persons with very good hearing capabilities. An audiogram attached to two full-range speakers was used. Comparisons were made between: no protection, ear plugs, aural protectors, M113 headsets and modified headsets. It was found that:

- a. earplugs did not provide adequate protection at high frequencies;
- b. headsets gave less protection than earplugs;
- c. aural protectors gave more protection than earplugs; and
- d. modified headsets have nearly as much protection as aural protectors.

The modified headset consisted of the M113 headset cups and earphones, and the aural protector headband and cushions. It was found that the better the fit, the better the protection. Also, it was determined that the sponge-type cushion in the normal headset caused high pressure points which resulted in headaches after long usage. The liquid-filled cushion in the aural protector spread the pressure equally and could be worn for a longer period of time. Of the devices that were readily available, the modified headsets best met the requirements of communications, protection and comfort. They are now in the process of being fitted to all AFV crew positions in the Regiment.

INSTALLATION OF SMOKE GRENADEDISCHARGERS ON THE M113A1

by Capt KL Thornton

The tactics employed today strive towards shock action achieved by means of rapid mobility. With so much emphasis being placed on rapid deployment, almost all of the Canadian Armed Forces AFVs have been equipped with the capability of laying a limited smoke screen in order to extricate themselves from an enemy contact. One exception is the M113A1.

The M113A1 has a number of functions within the Canadian Armed Forces and the main role of transporting troops to the objective does not exhaust its possible applications. This vehicle is also used to transport mortars, artillery FOOs, engineers, and more recently, it has replaced the control tanks in the RCD. It must be noted that in each of the applications stated above, the M113A1 is expected to operate alongside the lead Centurion troops. When operating in such close proximity to the enemy, these vehicles must naturally expect to be engaged by enemy fire. They are prime targets and the limited armour does not provide adequate protection against small arms fire, let alone higher calibre weapons. The M113A1 needs some means of hiding its movement so that it can deploy to safety. A local smoke screen is the best means of achieving this valuable time.

The M113A1 (APC) and the LYNX are basically similar vehicles but the LYNX has been equipped with smoke grenade dischargers costing a mere \$164.11. When one examines this cost figure in relation to the number of lives possibly saved by the addition of smoke grenade dischargers on the M113A1, it is difficult to understand why the dischargers have not been incorporated already.

The M113A1's operational efficiency necessitates the addition of smoke grenade dischargers. This vehicle cannot operate effectively and expect to survive on the battle field without a capability of laying a local smoke screen. An obvious solution is that LYNX smoke grenade dischargers be procured and mounted on all M113A1s.

GUNNERY INNOVATIONS

by Sgt JD Skinner

The Regiment returned to the NATO ranges at Bergen-Hohne in July 1972 after a two year absence. As well as being a most enjoyable "home coming" for members of the Regiment, Hohne 1972 resulted in four new gunnery techniques being adopted.

The first new technique was the abolition of confirmation of main armament boresighting by firing. Although RAC Pamphlet No 15 had always stated that confirmation by firing was not necessary, the procedure of boresighting without confirmation had never before been used. One excuse always used for confirmation by firing was that the Centurion gunnery equipment was so old that confirmation by firing was necessary to get a true zeroing. Each of the pre-fire checks however has an allowable error. Thus, if the results of the checks on any tank are within the allowable error, the gun equipment is serviceable, regardless of age. Then, if the boresighting is correctly done, when the commander fires APDS, assuming lay and range are correct, the target should be struck.

Prior to the gun camp, many crews were dubious of this procedure; possibly because they were not sure of their ability to boresight correctly. In other words, confirmation by firing was being used by some as a crutch for faulty boresighting. With the crutch removed, boresighting became meticulous and, as statistics proved, the Regiment increased its first round hit capability. This procedure will continue as standard practice within the unit.

The second change involved the boresighting of the ranging machine gun. Because crews are careless and because the boresight is so delicate, boresights often lose their concentricity. Lacking repair capabilities, squadrons in the past often had only one or two RMG boresights available. This year at Hohne, the RMG was zeroed using a good boresight and confirmation was carried out. The unserviceable boresight was then inserted and the zeroed dot recorded. From then on, the unserviceable boresight could be used daily just by reboresighting to the known zeroed dot. This provided more boresights for the squadrons and meant that the firing program went faster.

A third change occurred when the TPDS was late arriving at Hohne. This meant all static HESH practices and the smoke shoots were fired first. When the squadrons then fired TPDS the results over previous years were markedly improved. This practice will continue in the future.

The last and most significant change came during HESH night firing using 155mm illumination rounds. Under these conditions, fewer hits were obtained than by daylight. On many occasions, if the target was not hit with the first round, it would not be hit at all. Crews were able to determine that rounds were "plus" or "minus" but not to what degree. After much discussion among gunnery experts it was decided that a Chieftain correction be tried. The technique to be used was known as "add/drop a mark". If, for example, Dot 2 were laid on the target and the round fell minus, the commander would order "add a mark" or in effect Dot 2 add 100. Once the straddle has been attained, a good gunner's correction should obtain a hit. Excellent results were obtained by those who used the technique. It is applicable for "known" ranges as determined by the ranging gun or from a map.

All the innovations mentioned here will be used at the next Regimental Gun Camp.

AVIATION IN ARMOUR

AN INFORMAL HISTORY OF HELICOPTER

OPERATIONS IN THE RCAC 1961 - 1971

by Capt PC Dudley

A parade held on the 8th June 1972 marked the replacement of the CH-112 helicopter as the basic equipment of the Helicopter Troop of C Squadron RCD. The particular machine that occupied the place of honour on that parade had flown for 10 years, one month and three weeks as part of the integral Helicopter Troop of the Reconnaissance Squadron in Canada's NATO Forces in Europe.

On another parade four months later, a special tribute was

paid to the Helicopter Troop. This tribute was to mark the departure of the troop from the Squadron and the end of the Armoured Corps' direct involvement in aviation. Replacement of equipment was the occasion for the first parade but the second only marked a change in organization, not the replacement of an idea.

The logical idea of making use of the light helicopter as an extension of the Armoured Corps' role in battle-field reconnaissance was appreciated in the late 1950's. In 1957 the training of RCAC officers as helicopter pilots was started and a number of the first light helicopters purchased by the Army in 1960 were allocated to the RCAC. The culmination of this idea was the formation of the Helicopter Troop in Rivers, Manitoba in 1961. The Troop comprised eight officers, six NCO observers, eight mechanics and seven new helicopters, all designated to join the NATO Brigade Group in Germany.

The helicopters purchased by the Army were manufactured by the Hiller Company at Palo Alto, California. This pleasant fact allowed some of the troop pilots to fly the new helicopters from San Francisco to Winnipeg where the usual Canadian content had to be installed by a local firm making the airplane 100 lbs heavier and \$25,000 more expensive.

The Hiller model UH-12E was immediately renumbered as a CH-112 in Canadian service and soon became known to the pilots that flew it as the helicopter with a definite personality. Basically, it was a helicopter conversion trainer, and in this role it was ideal. It has been said that if a pilot could fly the Hiller properly he would have little difficulty with any other type of helicopter. The machine had an air-cooled piston engine of some 305 hp and carried three crowded people at an average speed of 80 mph. The distinctive feel of the Hiller was the result of the flying control system that was a unique arrangement of mechanical rods and aerodynamic paddles used to assist the movement of the main rotor. This contributed to the heavy-handed effect the pilot experienced when he attempted to make the machine change direction. In essence it could be described as the motor cycle of the helicopter world, lots of exhaust noise, big plastic windscreen, twist grip throttle, and it had to be skidded around corners. But once the pilot acknowledged that it has a mind of its own it proved to be a very hardy piece of machinery; a factor that was useful when attempting to pull it into woods or into a German barn.

The Canadian modifications to the Hiller consisted of some large surplus instruments; a large obsolete, surplus RCAF radio that provided VHF communications for about 3 miles; a French manufactured, obsolete US FM radio and a series of warning lights that indicated that the transmission would seize in 30 seconds.

Since the radios were installed towards the rear of the aircraft, 10 lbs of lead were added to the front of the cockpit to maintain balance. The final modification for European service was that the beautiful, bright, shiny, brown enamel paint job and large white "Army" markings applied by the company had to be scraped off and replaced with dirty brown paint and black letters before the Hiller could be considered a real Operational Army Aircraft.

The Troop, having acquired its helicopters, promptly returned them for further modifications and proceeded to Camp Petawawa for reconnaissance training with the FGH. The unit and its helicopters arrived in Germany to commence flying operations in May 1962. It must be remembered that at this time, when the Canadian Army provided its first operational light observation helicopter unit, the air cavalry concept was just being developed in the US Army. The British Army had ideas about helicopters in this role but did not have sufficient suitable aircraft in service to allocate them even to Brigade level. Therefore, the Canadian concept of allocation to the Brigade Reconnaissance Squadron was, in fact, well in advance of other armies.

The feeling of the Troop when it became 4 Troop of the Reconnaissance Squadron, 8th Canadian Hussars was not one of pioneering a new concept in Land Force operations but simply applying the advantages of a helicopter to assist an armoured car squadron. The entire theme of the Troop was to help the scout car do its job and subsequently to speed up and contribute to the success of the Reconnaissance Squadron.

The tactical development of the Troop as a part of the independent reconnaissance squadron was based on good low level navigation, contour flying, and co-operation between the NCO observer and the pilot. The original ideas of two aircraft working as a section, fire support from the ground vehicles and limited overflying of enemy locations were never in doubt. The greatest characteristic of the Troop was an aggressive attitude that ensured the aircraft always appeared at the right place in anticipation of the Section Commander, Troop Leader or Squadron Commander's requests or requirements. On the administrative side the Troop moved from half a vehicle garage to a new, completely independent airport. This high note in accommodation was celebrated by giving up the new hangar and moving to Lahr.

The Helicopter Troop became part of the FGH from 1962 to 1965, reverted back to the 8CH for a few years and subsequently became part of the RCD. The individual pilots were not required to change badges on posting, which added a little colour to the Officers' Mess, particularly when the Armoured Corps could not provide sufficient pilots and Infantry and Service Corps pilots were posted to the unit.

The dream of more helicopters and a troop for each armoured

regiment was not realized. There were changes in priority within the Corps and the shadow of integration was falling over the army aviation scene. The theme of "let the real pilots do the flying" was heard just as the RCAC realized the amount of time it took to train a Regimental Officer as a pilot. The effect on the Troop was complete when there were no more army pilots available and integration had established the concept that pilots could be interchanged between roles and services.

This did not mean that the effectiveness of the Troop was limited; it merely meant that when it was required to explain some particular point of Land Force operations to a navy pilot, his logical question of "why?" could be answered with, "because that's the way the Army always has done it", thus insuring that integration in the Canadian Forces was complete.

The next milestone was the replacement of the piston-engined Hiller with the jet-engined Bell OH-58A "Kiowa" helicopter. The Canadian Government displayed its usual style by changing the number to CH-136 but refrained from changing the name. Perhaps they were discouraged when they named the Hiller a "Nomad" and nobody except the Public Relations people ever used it. The US Army named the Hiller a "Raven" but they had the same problem, everyone simply ignored the name and called it a Hiller. The US Army names its airplanes after Indian Tribes and that is the reason for the "Kiowa" title.

The Kiowa is a great improvement as it carries four people, flies over 100 mph and has such modern conveniences as power controls, jet engine, low maintenance and lots of radios that really work. It can be compared to a small foreign sports car; it is quick, has fast touch to the steering, is light in the rear end, hard to stop quickly and the heater does not work very well. To use a trade phrase, it is an improvement in the state of the art helicopterwise.

As a result of the greatly increased use of the helicopter in the Canadian Forces, Mobile Command now has a large number of machines allocated for the Land Forces: five helicopter squadrons equipped with the Kiowa LOH and the famous UH-1 "Huey" helicopter and one heavy transport squadron. The tactical squadrons are allocated to each Combat Group to provide aviation support. This type of organization has resulted in the formation of an independent Tactical Helicopter Squadron in 4 CMBG. The departure of the Helicopter Troop to the new squadron does not indicate a change of tactics or concept, just a change in organization. The result to the user will be the same.

The effect of the Armoured Corps interest and develop-

ment of helicopter reconnaissance will be felt in the future in all helicopter squadrons. The pilots who served over the ten years the Troop was in existence are now in aviation training and staff positions where they can exert the telling influence of their operational experience by merely stating, "That's not the way we did it in ...", thus baffling their opposite numbers who have never heard of the elite group. But the record is there. In the ten years of its existence the RCAC Helicopter Troop provided direct aviation support at a lower command level with closer co-operation with ground forces than most other armies. The unit developed a type of low flying in Europe coupled with the utilization of NCO observers which resulted in a team concept that the US Army is now attempting to achieve. The safety record, despite professional opinion as to the feasibility of operations of this type, has resulted in not one aircraft lost during its decade of flying in Germany. It is a respectable record and it was always accomplished with the required degree of cavalry style.

OFFICERS AND NCOS OF THE HELICOPTER TROOP

1962 - 1965

Capt	DL	Glendinning	FGH	Sgt	R	Francis	LdSH
Capt	HC	Ross	LdSH	Sgt	AR	Brown	RCD
Lt	DT	Dunn	LdSH	Sgt	R	Thody	LdSH
Lt	PC	Dudley	RCD	Sgt	DE	Chalmers	FGH
Lt	GP	March	8CH	Sgt	D	Miller	LdSH
Lt	BA	Muelaner	LdSH	Sgt	CV	Dorey	FGH
Lt	BJM	Caldwell	FGH	Cpl	WB	MacIntyre	FGH

1965 - 1967

Capt	DP	Thornton	8CH	Sgt	JB	Poole	8CH
Capt	C	Sangster	RCD	Sgt	A	Jantz	8CH
Capt	SW	Cote	LdSH	Sgt	BD	Oakley	8CH
Lt	SD	Hopping	FGH	Sgt	J	Riggs	8CH
Lt	RH	Caldwell	8CH	Sgt	AO	Mckenzie	8CH
Lt	K	Tryon	LdSH	Sgt	A	Villeneuve	8CH
Capt	JK	Martinson	FGH				

1967 - 1969

Capt	FH	Rehse	RCD	Sgt	TS	Rutledge	8CH
Capt	J	Pellow	QOR	Sgt	OL	Smith	8CH
Capt	WT	Johnstone	FGH	Sgt	J	Robichaud	8CH
Capt	G	Thatcher	FGH	Sgt	J	MacLean	8CH
Capt	R	Willett	RHC	Sgt	JH	Carter	8CH
Capt	R	Christianson	LdSH	WO	R	Thody	8CH
Capt	G	Vandyke	RCD	Sgt	JW	Riggs	8CH
				Sgt	RE	Stoddard	8CH
				WO	CV	Dorey	8CH

1969 - 1972

Capt	F	Webb	RCD	WO	JH	Carter	RCD
Capt	GC	Buck	RHC	WO	EJ	MacDonald	8CH
Capt	A	Seguin	RCASC	WO	TE	Urbanowsky	RCD
Capt	AF	Danyluk	RCASC	Sgt	BD	Oakley	8CH
Capt	DA	Winmill	RCASC	Sgt	NA	Branje	RCD
Capt	WA	Hetrick	RCN	MCpl	LR	Thompson	RCD
Capt	PC	Dudley	FGH	MCpl	JG	Davidson	RCD
Capt	RG	Phillips	RCAF	MCpl	MB	Griffin	RCD
Capt	R	Willett	RHC	Sgt	RDJ	Good	RCD
				Sgt	JH	Kelly	8CH
				Sgt	JW	Riggs	8CH
				Sgt	EG	Schut	RCD
				WO	R	Williams	8CH
				Sgt	F	Theiner	8CH

THE TRADE

THE ROYAL CANADIAN DRAGOONS - 1972

Regardless of Oriental claims, 1972 was definitely the year of the SCORPION for The Royal Canadian Dragoons. The debate, albeit decisively undecided at the top level, has actively continued in the ranks, more often coupled with a fervent prayer that we remain medium armour and continue to play our decisive role. SCORPION has had the happy effect of rekindling our enthusiasm and interest in all aspects of armoured warfare. Unfortunately, we have left 1972 not knowing what, if anything, will replace our faithful but tired CENTURION.

The training year commenced with a January Gun Camp at the US Army Training Centre at Grafenwoehr. The weather was in keeping with the time of year and gave us ample opportunity to assess our winter gunnery techniques. We were also faced, however, with the unexpected problem of tracers starting grass fires in knee-deep snow fields! Grafenwoehr was easier this year since we have had more practice at deciphering the incredible litanies of US range control nets and accommodating the American penchant for regulations and uniformity.

Combat team training followed in March/April in MUNSINGEN in the Schwabische Alb. Affectionately called "Little Siberia" by local soldiers, MUNSINGEN lived up to its reputation as we commenced our bivouac in a snowstorm and for the next three weeks successively endured rain, sleet, snow, fog and hail - the sun remained conspicuously absent. During this period we were joined by two groups of ten soldiers each from the Second Royal Tank Regiment and the Fifth Battalion, 68th US Armour. Both groups worked with our tank squadrons, the British slightly amused after CHIEFTAIN and the Americans captivated by the "modern" stabilized gunnery system.

Dominion Day, 1 July, was of special significance to the RCD as it also marked the Change of Command Parade at which the Regiment bade farewell to LCol P.H.C. Carew and welcomed LCol R.J. Brown.

It was during the summer that the autonomous tactical helicopter squadron was formed in 4 CMBG, resulting in the departure of the KIOWA-equipped Helicopter Troop of the Reconnaissance Squadron; that a small group led by LCol Brown witnessed the Presentation of the Guidon to the Blues and Royals by Her Majesty The Queen; that another group spent a brief time with the Second Royal Tank Regiment in Bovington; and that members of the Regiment took part in the NIJMEGEN MARCHES.

In late July, following our participation in the NIJMEGEN

MARCHES, the Regiment returned "home" to fire at Bergen-Hohne. For our older soldiers who remember Sam Browne belts, khaki uniforms, and the unflagging wit of British NCO's it was a nostalgic return to BAOR. RAC Gunnery Wing, Fourth Royal Tank Regiment and the Queen's Own Hussars welcomed us back and invariably made our stay easier, socially enjoyable, and professionally successful.

B Squadron had the distinction this year of training in Valdahon, France. They spent two weeks practising combat team operations with 3 Mechanized Commando. During a portion of the training a platoon of AMX 30's from the resident 30ieme Dragons joined the Squadron and followed the orders of bilingual RCD officers.

The US Army Training Centre at HOHENFELS saw the return of 4 CMBG in September. Mercifully we spent this year in barracks rather than the seven week tent city of last year. The training period culminated with a Battle Group exercise, appropriately named "CANADIAN CLUB", during which our troops practised mobile defensive operations.

The 72nd Anniversary of the Battle of Leliefontein was observed in the first week of November. The celebrations included a regimental sports afternoon, a mounted Trooping of the Guidon, and respective mess functions. The Colonel of the Regiment, Brigadier General E.A.C. Amy and Mrs. Amy were present for the weekend, the Colonel taking great delight watching the Regiment troop on the sacred turf of our airfield!

Post Leliefontein activity was aimed at training crewmen who rotated into the unit over the summer months; upgrading trades qualifications; swimming amphibious vehicles, preparing for the Commander's Annual Inspection and firing on the Indoor Miniature Range.

The Christmas and New Year's festivities included an Officer/Senior NCO broomball game on ice, won conspicuously by the Senior NCO's; the serving of the Men's Christmas Dinner, the observation of the Regiment's birthday, 21st December; and a generous portion of leave.

At the time of this report the Regiment is preparing to move with the other units of 4 CMBG to the area of WUERZBURG to participate in the annual US exercise that involves the fly-over of their REFORGER brigades.

In summary, the year of 1972 has afforded members of the Regiment the opportunity to train in southern Germany, northern Germany and France; to participate in the NIJMEGEN MARCHES in Holland; to visit their sister Regiment, The Blues and Royals,

and the RAC Centre in England; and to renew their contact with the American, British, Dutch, French and German Armed Forces.

TRAINING 1972

by Capt A Alexander

The aim of all training is to prepare a Regiment that is BATTLE READY. This training is normally carried out in a cyclic manner, beginning with an individual training period, progressing to sub-unit and unit training and culminating with a collective training period at the brigade and higher formation level.

Before looking at the training cycle it is interesting to look at the personnel requirements of a modern armoured regiment and the specialized skills and training requirements necessary for its efficient functioning. There are tradesmen from fifteen different Canadian Forces Trades represented within the unit: crewmen, radio operators, radio technicians, vehicle technicians, weapons technicians land, electrical mechanic technicians, metal technicians, refinisher technicians, medical assistants, military policemen, administrative clerks, cooks, supply technicians, a postal clerk and a structures technician. During 1972 various personnel from the Regiment attended courses covering thirty-three different subjects such as: Combat Team Commanders Course, NBC courses, Combat Leaders Course, vehicle technicians course, tank drivers course, and an advanced communications course to mention only a few. In addition the Regiment trained and up-graded thirty-three soldiers from pay level four to five. A number of personnel hold specialized qualifications which are an asset to the Regiment. First Aid instructors, ski instructors, mine warfare instructors, air delivery supervisors, unarmed combat instructors, light rescue instructors, projectionists, and air photograph interpreters, to name a few, have

their place in an armoured regiment today.

The first training cycle, 1 Jan to 23 Apr 72, was devoted to individual training. This training was conducted in garrison and at the Grafenwoehr training area. At Grafenwoehr the Regiment fired all the weapons in its inventory and also completed the annual gas chamber and NBC qualification.

Sub-unit and unit training was conducted from 24 Apr to 24 Sep 72. This period started with a Regimental deployment to Camp Munsingen with RHQ and the squadrons carrying out intensive field training. The next major training commitment was the Tank Gun Camp at Bergen-Hohne. This took place from 10 to 30 Jul 72 with each tank squadron spending seven firing-days on the range. During Aug 72 B Squadron spent two weeks at Camp Valdahon in France with their affiliated infantry battalion 3 Mechanized Commando. In addition to that mentioned above much other routine training and annual leave also took place during this period.

For 1972 the field training period culminated at Hohenfels. Here the Regiment participated in Battalion Group and Battle Group exercises, the final exercise of the year being Exercise Canadian Club. This was a two-sided exercise from 25 to 28 Sep 72 inclusive. The enemy consisted of 261 (German) Parachute Battalion and 12 Reconnaissance Company (German). On the completion of Exercise Canadian Club the Regiment returned to garrison for the remainder of the year.

The months of Nov and Dec 72 were occupied by the Commander's Inspection, staff inspections and crewman trades courses. So ended 1972, a busy and successful year from a training point of view.

No doubt 1973 will be somewhat similar with the exception that much of the routine annual refresher training has been blocked into specific weeks, during which it will be conducted on a Regimental, rather than Squadron basis. Also new for 1973 is the system of Regimental leave blocks. Certain periods have been set aside during which thirty percent of the Regiment at one time will be able to take leave. By using this system the remaining troops will be on duty as a whole and will still be able to carry on with useful training. It is thought that the introduction of these two systems will stabilize the training requirement and allow personnel to plan training and leave programmes during 1973.

RCD VISIT BOVINGTON

by Capt MJ Tanguay

On Friday 7 Apr 72 ten members of the Regiment boarded a Hercules in Lahr for a week's visit to the Second Royal Tank Regiment at the RAC School in Camp Bovington, home of the Armoured Corps. We arrived at Gatwick Airport to be met by 2Lt Rodney Atwood and "Tiffy" our driver. Collecting our baggage we hiked three miles to our transport to discover that twelve people and baggage would not fit into a ten-seat bus. Immediately SSM Ron Allt took charge of the situation and after a bit of obscene stripping in the parking lot, the bags were tied to the roof with twelve belts. Cramming into the bus we set off for the wet three hour trip to Camp Bovington.

This trip was not uneventful! Bags fell from the roof onto the "dual carriageway", the rear door fell off and one side door would not open. All this was amid one thousand "I'm sorry about this" from our guides. After almost causing numerous accidents and almost leaving the road as many times, we questioned our "chauffeur's" driving ability. We were immediately assured that even though he had just received his standing orders that morning - after a three month suspension - it was not his fault but rather the vehicle which needed replacement. Many grey hairs later we arrived at "Bovy".

A lazy weekend was spent touring the area around Camp Bovington (new bus - same driver) but Monday, however, it was back to work. After touring the 2 RTR Museum we visited Badger Squadron - the D&M Squadron. First came a tour of the D&M School, then a vehicle display and finally out to the area "to cabby" the Chieftain, Ferret, AFV 432 Trojan, Saladin and Saracen. The afternoon was spent at the Armoured Trials and Development Unit where Major Ken Mulligan, FGH, explained the Scorpion trials. The day ended with a 50 mph ride in Scorpion.

Tuesday we drove down to the coast to Camp Lulworth and a visit with Cyclops Squadron - the Gunnery Squadron. Although we did not witness any live firing we did receive some excellent lectures, weapon and vehicle displays, a tour of the ranges and a chance to try our hand at the Chieftain fire simulator and the Swingfire missile simulator.

On Wednesday SSM Allt and WO Lang told the tale of an uncle of the SSM's becoming a Chelsea Pensioner and they departed for London. The rest of us were on our way to Warminster and Salisbury Plains, Home of Ajax Squadron. In addition we visited the surrounding area and in particular Longleat and its lions.

The next morning came early as we left to participate in a combat team exercise. We were injected into Ajax Squadron as Centurion Mark XV crew members. In the afternoon we drove back to Bovington and by now we were certain - it wasn't the vehicle but the driver!

After saying our good-byes and expressing our appreciation we left early Friday to return to Gatwick - still trying to avoid that front seat. It was a most enjoyable and informative week. It is hoped that the new acquaintances made in Bovington and the 2 RTR can be retained for years to come.

CHANGE OF COMMAND

July 1, 1972 was marked by the Change of Command ceremonies of The Royal Canadian Dragoons at the North Marguerite. At 1000 hours the RSM, CWO E.A. Brown, called the markers. The three Squadron Sergeants Major then marched on their squadrons to the music of the Princess Patricia's Canadian Light Infantry band. The Adjutant, Captain D.R.B. Rogers, took command of the parade and then passed it to the Deputy Commanding Officer, Major H.B.E. Lake. The officers, having previously been well briefed, were then ordered on parade.

LCol P.H.C. Carew took over the Regiment on parade for the last time. He met the Reviewing Officer, Brigadier General J. Chouinard, Commander 4 CMBG, and escorted him on an inspection of the Regiment. After the inspection, the Change of Command documents were signed and the new Commanding Officer LCol R.J. Brown signalled the "mount-up".

The Guidon party, RHQ, A, B, and C Squadrons all rolled past in turn. Helicopter Troop, in their new Kiowas, flew past at the end of C Squadron. The roll past was not without incident however. Call Sign 12 managed to move 200 yards before it quietly rolled to a halt while Vehicle 23C just passed the reviewing stand before becoming engulfed by a voluminous cloud of smoke originating in the engine compartment. Ample fore-shadowing for these mishaps had been provided when the A

Squadron ARV ran out of gas in front of the reviewing stand during a rehearsal.

Following the parade, refreshments were served in each of the Rest Areas, where families, guests and members of the Regiment gathered.

PRESENTATION OF THE GUIDON

TO

THE BLUES AND ROYALS

by Capt BL Griffin

Subaltern, Subaltern,
Where have you been
I've been all the way to London town
Hoping to see the Queen
I walked up to the Cambermere Gates
And found them open wide
I walked right in, and now you'll hear
Of all I saw inside.

On July 14, 1972 at approximately 0900 hours LCol R.J. Brown, Maj G.J. O'Connor, Capt J.S. Wigglesworth, and Capt B.L. Griffin boarded the Friday Hercules to London to attend The Presentation of a New Guidon to The Blues and Royals at Windsor Great Park by Her Majesty The Queen.

The flight arrived at approximately 1130 hours, which left very little time to collect baggage, clear through Customs and, in the washroom of the Gatwick Airport, perform a "Superman Act" of changing from uniform into morning dress. With the aid of a good Canadian driver provided by CDLS London, we were safely in our seats by the appointed hour of 1415 hours.

The Regiment arrived on parade at approximately 1445. The Commanding Officer, LCol J.A.C.G. Eyre, the band, the old Standard and the old Guidon were on horseback. RHQ, A

and B Squadrons were mounted in Ferrets, Saladins and Land Rovers. C Squadron unfortunately was not on parade as it was in Ireland where it was to be joined within two days by B Squadron. The Mounted Squadron, then part of the Palace Guard, appeared on horseback.

The parade began with the arrival of Her Majesty The Queen at 1500 hours. After the Royal Salute the Queen, The Colonel in Chief of the Regiment, inspected the dismounted Regiment. Following the inspection the old Standard and Guidon were trooped for the last time and then marched off parade. The new Guidon was brought on parade by the Quartermaster. After the ceremony of consecration the new Guidon was presented to the Regiment by Her Majesty The Queen.

Queen Elizabeth then addressed a few words to the Regiment. This was followed by the mounted march past; the Mounted Squadron at the walk and trot and the Sabre Squadrons driving past. The Regiment then reformed to escort Her Majesty off parade.

After the parade Maj O'Connor conducted us on a small tour of the British Army Staff College, Camberley and the County of Surrey.

That night functions were held in each of the Messes at Cambermere Barracks. We were invited to join the officers and their ladies at a Buffet Dinner. This function was most enjoyable and a fitting conclusion to the day.

GUNNERY - 1972

by Maj DC Summers

In 1972 the Dragoons held two gun camps that were a study in contrasts. While the winter gun camp at Grafenwoehr was beset with snow and fog the summer firing at Hohne was conducted in sunny weather; while the American ranges were very narrow and single-laned the Bergen-Hohne ranges featured wide arcs and up to six lanes; and whereas the US Army Training Centre hamstrung operations with restrictive regulations, the NATO ranges offered our squadrons flexible arrangements. The results produced by the crews reflected the difference; in the south they

were over-controlled and unresponsive but in the north they were challenged and enthusiastic.

The Grafenwoehr complex was an extremely active centre which included all arms training. In an attempt to fire small arms, grenades, anti-tank weapons, tanks, tube artillery and rocket artillery extremely critical arcs had been established. The unfortunate result was that all natures of weapons had to be closely co-ordinated and regulated and individual initiative was all but stifled by all pervasive rules and a central range-control. Realism was lost in the training as a result of the endless list of safety regulations and the number of supervisors breathing down the necks of crew commanders on the pad. In addition firing could take place only from precisely marked positions so that any pretense of a battle run was quickly discarded. Unfortunately, it was impossible for all troop vehicles to go down a run simultaneously and at best Grafenwoehr offered only closely controlled crew training.

The additional manpower consumed in order to comply with the range regulations made it difficult to keep crews together except when they were actually firing. The result was a lack of team spirit, an absence of competition and, in some cases, extremely lengthy periods between live firing. In summary, the gun camp at Grafenwoehr lacked the zip and dash that should have characterized a well-run squadron gun camp with crews driven by a sense of urgency and a pride in their work.

The NATO ranges at Bergen-Hohne were administered by the Bundeswehr but had a resident RAC Gunnery Wing with which the Dragoons worked almost exclusively. Old friendships from Canada's days in BAOR paid handsome dividends as the Unit was welcomed back to Hohne and offered the facilities of the Gunnery Wing. The squadrons availed themselves of the services of two fine British Instructors-Gunnery, Capt Chapman and SSgt Trussler, who gave complete briefings on the layout of the ranges. The lecture room facilities of the Centre were used.

Unlike Grafenwoehr, where the Regiment had deployed in total, only a tank squadron's work of vehicles and a support element were deployed in Hohne. The result was that each tank squadron travelled to Hohne to put on its own show and a sense of competition was evident from the outset. Each squadron occupied and set up its ranges for its own convenience of operation. An influx of militia crewmen did much to alleviate the manpower problem and consequently crew integrity was preserved more successfully than at Grafenwoehr. Squadrons were able to operate ammunition points

without range control dictating where each case would be placed and in which direction.

The gunnery standards improved rapidly to the satisfaction of the Canadian Instructors-Gunnery, Capt Carey and WO Cady, who had both witnessed the unhappy gunnery of Grafenwoehr. Towards the end of each squadron's stay Capt Carey was muttering kind words about the Dragoon shooting coming up to Canadian Army Trophy standards.

The battle runs are perhaps the bread and butter of a squadron. Hohne's range 9C offered troops a challenge and a chance to put their own theories into practice. Quite quickly they realized the necessity to call corrections within the troop as obscuration blinded firing tanks. Equally quickly the standard voice procedure was modified in favour of a clipped staccato burst for corrections. After two days of battle runs some crews started to perform the fabled trick of killing two surprise targets in eleven seconds, at which point Capt Carey could be seen grinning like a Cheshire cat.

At Grafenwoehr and Hohne the squadrons fired at night. In Grafenwoehr infra-red illumination was tried but found to be extremely difficult. In addition, under poor conditions the minimum safe range of HESH precluded firing. At both camps, however, illumination from 155mm howitzers of 1 RCHA provided excellent light and good shooting. In Hohne we outdid ourselves with a British technique called the "mad minute".

The "mad minute" presupposed that the crews were sitting on a defensive position and that they had made range cards before last light. Control was passed to the troop leader on the pad who called for artillery illumination when he felt the enemy had closed to fighting range. As soon as the illumination was judged sufficient the troop fired TPDS as quickly as possible. The results were impressive. The same technique was tried unsuccessfully with HESH.

As a result of the Hohne firing the following awards were made:

Ram's Head Trophy (Squadron with highest gunnery standard)	- A Squadron
Purdy Trophy (Best squadron on battle run)	- B Squadron
Turner Trophy (Troop with highest gunnery standard)	- Third Troop A Squadron

13 WO Hutchinson
13A Sgt Munroe
13B Sgt Turner
13C MCpl Major

Challenge Cup (Crew with highest gunnery standard)	- 13 - WO Hutchinson Gunner - Cpl Cunliffe Loader - Cpl Straight Driver - Cpl Arvisais
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In conclusion, the tank squadrons set a high standard in 1972. They will again fire at Hohne in Mar/Apr 73 in much the same manner as 1972. The forthcoming camp should prove exciting as a new enthusiasm for gunnery has kept alive a strong spirit of competition.

NIJMEGEN 1972

by Capt BL Griffin

In 1908 a civilian organization known as De Koninklijke Nederlandse Bond voor Lichamelijke Opvoeding, KNBLO (The Royal Netherlands League for Physical Culture), was formed. Its goal was to promote the mental and physical health of the nation and in 1909 it organized the first of the 4 Daag Se Nijmegen or Four Day Long Distance Marches of Nijmegen.

In 1928 when the Olympic Games took place in Amsterdam the KNBLO decided to internationalize; they had a total of 1,181 participants from four countries in the marches that year. Since that time both the number of marchers and the number of countries participating in the marches has been steadily increasing until this year there were 17,000 marchers from twenty-five different nations.

The marches are divided into two categories, civilian and military in uniform. These two categories are further divided into sub-categories as to the age and sex of the participants and the daily distance to be covered. The most popular category, and the one in which the RCD team participated, is the military personnel in uniform - male personnel in detachments, nineteen years of age and over, carrying at least ten kg of kit including weapon and covering

a daily distance of forty km.

The rules of the marches state that each detachment must have a minimum strength of eleven members, including the leader. All members must cover the same daily distance with a permissible drop out rate of ten percent. Each team starts at a different time each day, between 0500 and 0630 hours and must have completed the course by 1700 hours daily.

This year the Regimental Team began training on 29 May with a short seven mile stroll, without equipment, around the perimeter road of the airfield. The team continued to practise every other day for the next two weeks, periodically adding an additional piece of equipment. As of 5 Jun the team marched every day and progressed through seven, twelve, fifteen and twenty mile marches. Finally on Sunday, 7 Jul, the team boarded the bus, along with the other 4 CMBG teams and made the long trip to Nijmegen.

The first night in Nijmegen was a free night so that the team members could have the opportunity to enjoy some of the local colour at a more relaxed pace. Monday was spent in preparing kit and registration of teams. At 2000 hours all the marchers converged on the Nijmegen sports stadium to watch The Flag Parade, the official opening of the 1972 marches.

The marching began the next day. After marching for approximately two hours we stopped for a welcomed breakfast provided by Capt RG Meating and his administrative staff. This daily breakfast stop made the Canadian marchers the envy of every other marcher in Nijmegen. At the end of the day the Regiment's team was the first Canadian team to cross the finish line. Once again the administrative staff was ready with a cooling footbath of ice water. After a good rest and a hearty supper some of the stauncher members again sallied forth to enjoy the festival type atmosphere.

The temperature on the first day was over 100°F, consequently the KNBLO said that military teams would not carry their equipment and that all start times would be advanced by one hour.

At 0400 on Day 2 the team again strode across the start line, spirits high and fully refreshed. Although the day was hotter no member will forget the race against the US Army team, with the Canadian chant of "PUSH-HARDER, PUSH-HARDER" and the American chant of "SMOKE-SMOKE" rising above the applause of the Dutch spectators. Finally after a distance of more than a kilometre the American team crumbled and a voice was heard to cry "You Canadians are crazy!" Later that night one of the American soldiers said that he'd never forget "the crazy Canadians with the black berets".

The start time of Day 3 again was advanced one hour to take advantage of the cooler hours of the early morn. The team found this day the hardest as aches jelled and blisters grew. However, the team was still intact and finished second behind the 4 Field Squadron team, who that day had suffered one casualty.

Friday again found spirits high and the sense of competition keen as all marchers looked forward to the end of Day 4 and the end of the 100 miles. Although the temperature rose over the 100°F point the team did not let-up and finished thirty minutes ahead of the second place team and two hours ahead of the last Canadian team.

Once all the Canadian teams had finished, rested and straightened their uniforms, the contingent formed up and marched formally through the main streets of Nijmegen. The RCD team was the first to finish so Cpl Steve Ford was given the honour of carrying The General's Flag.

After the parade all marchers returned to their lodgings to clean up before joining the festivities that followed the completion of the marches.

This year The Royal Canadian Dragoons were very well represented and a note of appreciation for a job well done is extended to: MCpl Bernie Pridge, Corporals Andy Andrew, "Baggy" Bagnell, "Tiny" Boyd, "Clem" Clement, Steve Ford, "Chink" Mills, Wayne Mullins, "Sal" Simonetti, Andre Thibodeau and Keith Munro and Troopers "Augie" Auguston, Paul Comeau, Reg Hanna, "Montie" Montgomery and Dave Mellott.

VALDAHON

by Capt WS Andrews

The last two weeks in August saw the crews and tanks of B Squadron take part in mobile combat team operations with 3 Mechanized Commando in Camp Valdahon, France. As with all field training exercises there were some valuable lessons learned. There was also a glimpse into the lighter side of

life, showing how the men made the best of many situations.

Somewhere in Southern France on the tank train going to Valdahon, two bilingual soldiers, Troopers Doiron and Munger, were invited forward to see the workings of the 1916 vintage steamer that was pulling the 800 ton train. Something must have been lost in the translation because Doiron and Munger were soon shovelling coal into the engine.

The unloading of the tanks in Besancon was also not without incident. Sgt Burgess and Trooper Hachey dropped a final drive on C/S 21B and Corporals Regular and Chapman blew an engine. The tank belonging to Corporal Ries and Trooper Auguston broke down in front of a "gasthof" on the outskirts of Besancon and spent four miserable days awaiting recovery.

Still on the theme of breakdowns, C/S 22C crewed by Corporals Bishop, Boyd, Sheelar and Willock spent five days awaiting a final drive. The crew stayed with their vehicle in the middle of the training area and, as a result, received the "Order of the Bunker" from the OC.

On the personnel side, injuries were few. Cpl Tibbo, however, while switching off his 1780 box, bent his cigarette back and burnt the tip of his nose.

From the training point of view the time was invaluable. Each company went through the grouping progression of platoon/troop, company/troop and then company/half squadron. The companies also put in a deliberate attack and dug into a defensive position. As a finale, officers, warrant officers and senior NCOs practised calling down live artillery. After each final adjustment a full battery one round "fire for effect" was fired. The highlight was a ten round battery FPF fired with observers in a concrete bunker. The effect was impressive and devastating.

B Squadron was able to use the exercise period to establish SOPs and to familiarize new members from Canada with combined arms operations. Several factors impaired the combat team training however. One of these was the lack of background in mechanized operations of newly arrived personnel (both Infantry and Armour) from Canada. This necessitated starting the training at an extremely basic level. Even fire and movement at troop/platoon level required extensive practice. Fortunately a progression to company/half squadron combat team operations was possible and the formal traces confirmed lessons learned earlier in the training period.

Unfortunately the terrain precluded any battalion/squadron battle group manoeuvres. It also hindered combat team operations both by its small size and lack of smooth clear surfaces. It was

generally pock-marked (being mainly used as an impact area), hilly and largely tree-covered. Often the vehicles had to slowly and carefully move from bound to bound. The APCs had difficulty keeping up with the Centurions!

B Squadron, however, was able to conduct a successful experiment during the training. The fixed call signs on the squadron net were changed so that no station had more than one digit and one letter. For example First Troop used 1, 1A, 1B, 1C. The Battle Captain used 5, the OC 6, the MA 7, maintenance 8, 8A, 8B, etc., and the SHQ vehicles 9, 9B, 9D etc. A further change was an abbreviated voice procedure which often dropped the sending station's call sign and several prowords such as "Roger" and "Over".

The overall result was that transmissions took less time and VP in general became crisper. This crispness seemed to spread into other areas and the Squadron began to function even more decisively and smoothly.

Only minor problems occurred. Occasionally, individuals would use the abbreviated system on a supported infantry sub-unit net, causing some confusion. Infrequently insufficient separation of frequencies caused the abbreviated system to again appear on other nets. Finally, it was decided at Regimental level that unless adopted universally this new system would provide a unique signature for B Squadron, RCD.

The stay in Valdahon permitted a fairly close look at the AMX 30. It was extremely "quick" compared with the Centurion and the optics were impressive. The radio had the facility for several pre-selected frequencies, which were easily accessible to the crew commander. Some of the disadvantages, however, were an extremely small and cramped fighting compartment and a lack of stowage space both internal and external.

Several interesting aspects of French operations were also revealed. The AMX 30 platoons were composed of three tanks and there seemed to be no fire and movement practised at the platoon level. No squadron-sized operations were observed.

The French observed that the Canadians had no motor-cycles. These were used extensively by the French for traffic control, DRS and runners.

The French seemed amazed at the amount of traffic on our nets. They claimed to make minimal use of radios. This, of course, was probably made possible by having the platoon as the smallest manoeuvre force as opposed to our vehicle-by-vehicle movement. It is also understandable since they rarely practised combined arms operations, envisioning themselves operating as a homogeneous tank battalion. Their

roles appeared to be counter-attack and counter-penetration. The lighter, older, and vastly inferior AMX 13 was integrated into infantry brigades as a close support AFV.

At least a dozen Panhard EBR 75 armoured cars with FL10 oscillating turrets were used by the French as targets. Highly praised by cavalry officers as reconnaissance vehicles, they had several obvious draw backs. One of the drivers sat between two fuel tanks and several live rounds while the other driver had a half-dozen rounds at each shoulder. The engine, clutch and one gear box were directly underneath the turret. The oscillating turret, just as on the AMX 13, had an automatic mechanical loader which contained twelve rounds in the turret bustle. Any reloading had to be done from outside the vehicle directly into the loader. Finally, the vehicle was much larger and heavier than our own Ferret.

Camp Valdahon did, however, offer the resident tank battalion, the 30^{eme} Dragons, an enviable advantage. Although not used at all for tactical exercises, it allowed them to run each vehicle for at least one half-day per week, thus greatly enhancing mechanical reliability.

COMPETITION AT US GUN CAMP

by Sgt AP Stewart

During August and September 1972, two tank crews from The Royal Canadian Dragoons competed in an unusual and challenging gun camp. The Regiment had accepted an invitation offered by the Commanding Officer of the 5th Battalion of the 68th Armoured Regiment stationed in Mannheim, West Germany. With only one week of instruction on the M60A1 tank and the associated 105mm gunnery drills, the RCD delegation pitted their gunnery skills against the tank crews of the host unit, commanded by Lieutenant Colonel John Mason. LTC Mason had made it quite clear from the outset that the Canadians would compete on equal terms with his American crews in the US Army in Europe's Annual Qualification at Grafenwoehr. The competition involved more than simply qualifying; a number of prizes were at stake as well. The

members of the Battalion's top tank crew were to each receive a \$25 US Saving Bond in conjunction with a four day excursion to Berlin. To add to this incentive the top crew in each company was to be awarded a four-day weekend in Garmisch.

The Canadian crews obviously had a handicap in a competition of this nature in that they neither knew the technical aspects of the M60A1 tank nor the gunnery drills associated with its 105mm main armament. In order to prepare the Canadian crews, an introductory course was conducted from 21 - 25 Aug 72 by "B" Company of the 5/68th. The training included instruction on the operation of the range finder, the box sight, the 105mm main armament, the COAX machine gun and the crew commander's .50 calibre machine gun. Upon completion of the course, the crews were not experts but they did feel more at ease when working with the American equipment.

The second phase of the visit began on 8 September with live firing at Grafenwoehr. Fortunately for the Canadian crews, a number of introductory practices were scheduled prior to the main competition on Range 80. This additional training provided the Dragoons with the time they required to perfect their gunnery drills.

It was during the engagement of the moving targets that the "B" Squadron crew first encountered a major problem; they simply could not hit the targets! The crew examined every possible cause for the inaccuracy but the solution evaded them until immediately prior to the actual competition. The range correction knob had been set incorrectly on the computer and thus the gunnery system was not accurately compensating for wear in the barrel. With this problem resolved, the crew's apprehension was partially relieved.

Basically the competition which followed was divided into two segments. Each tank crew was required to complete both a day and a night battle-run and to score a total of at least 1,600 points to qualify. Both American and Canadian crews were aiming at a higher score than this for each tank crew wanted to share in the prizes. Crew upon crew steadily completed the required practices and then the anxious moment finally arrived for the debriefing and final scores.

Both Canadian crews had scored well on the battle runs. The "B" Squadron crews achieved a score of 1,945 which was not quite enough to qualify them for any of the prizes but enough to place them in the "Distinguished Tank Gunnery" bracket. This in itself was an honour for only a few tank crews ever reach this standard. The A Squadron crew also placed high in the competition achieving a score of 1,760.

The gun camp and visit terminated shortly after the

competition but the Canadian crews will long remember the valuable experience they gained in American gunnery.

RCD CREWS

A SQUADRON

Crew Commander	Sgt Turner RR
Operator	Cpl Murphy GK
Gunner	Pte Cunliffe GK
Driver	Cpl Ford SJ

B SQUADRON

Sgt Stewart AP
Cpl Moore WA
Cpl Carroll EM
Cpl Cannon RN

HOHENFELS

by Capt J Gallop

The Regiment's principal field activity during the fall training period centered around the Brigade concentration at Hohenfels. Although only two weeks in length the exercise was a thorough one which tested the unit under a variety of situations. It was broken into three distinct parts: 15 - 23 Sep 72: troop and squadron training, 18 - 22 Sep 72: Ex Clean Cut - battalion group training; and 25 - 28 Sep 72: Ex Canadian Club - Battle Group training.

Essentially, the concentration was designed to practise units in defence, withdrawal and counterattack operations. Hohenfels was a good area to work at each, even for a Regiment like the RCD with its mixture of tanks and tracked recce vehicles. Long, broad valleys and numerous low ridges provided good going and cover for the Centurions of "A" and "B" Squadrons while "C" Squadron's LYNX were able to make excellent use of both this terrain and the series of hills which criss-crossed much of the region. For Ex Canadian Club, the unit moved out of Hohenfels into the Bavarian countryside among small towns and scattered woods. By the time training was

completed on 28 Sep most of the initial aims had been accomplished and the Regiment began the slow process of returning to its home location at Lahr. On a sub-unit basis, here is a short review of events.

RHQ

As in most exercises, RHQ was rarely seen by the remainder of the Regiment; exercising its control by radio and by visits of individual officers. During the early stages of the Hohenfels concentration even that contact was lost with squadrons either acting independently or, in the case of the tanks, in support of their respective infantry battalions. This period was used by RHQ to confirm some of its own internal SOPs and to take part in two command post exercises.

During Ex Canadian Club, in general, the Regiment operated as a unit under its own internal control. Here the training paid off quite well and the exercise was conducted smoothly with RHQ having to contend with nothing more serious than a number of umpires who tried to get it to perform a variety of NBCW drills. Beyond that one small problem, RHQ experienced no real difficulties at Hohenfels.

A SQUADRON

"A" Squadron's training programme during the fall concentration progressed from the troop level to participation in the final battle group exercise. The Squadron once again reconfirmed its tactical procedures which it had last practised at Munsingen during the previous spring. During Ex Clean Cut, the battalion group exercise, the Squadron welcomed its new OC, Major KRT Seeley from Halifax. He arrived in time to take command for the final half of the concentration. He was also able to see some of the Squadron's more stellar performances in the field. Of note were Second Troop's tactical battle with a US Army Troop/Company Group and Third Troop's destruction of a rural dam that, at the time, seemed to threaten a good portion of Southern Germany. It was an unconventional introduction, perhaps, but one which set the tone of an exercise which, for "A" Squadron, was as unconventional as it was worthwhile.

B SQUADRON

"B" Squadron's activities paralleled those of A Squadron quite closely. There were some differences however, and the two squadrons did oppose one another for Ex Clean Cut when they supported their respective infantry battalions, 1R22eR and 3 Mechanized Commando. The standard pattern of training, from troop through battle group level, followed the conventional style in a well-run fashion. As observed by WO Howie Owen of Fourth Troop, "Things went so smoothly it was almost dull".

In Hohenfels B Squadron did take a day off to stage a demonstration of the Hoffmann Fire Simulator Device for the Brigade. Its most prominent incident, however, took place on Ex Canadian Club during the final part of the concentration and involved its maintenance NCO, WO George Luscombe. He, in a series of ambushes, destroyed or captured a number of enemy personnel, including a German General who was out on a tour. It was more action than even the "F" echelon saw as it was quietly doing its job at the "Front".

C SQUADRON

As a recce squadron in a regiment containing two tank squadrons, "C" Squadron has been frequently deployed well away from the rest of the unit. In Hohenfels, however, there was some close contact with the remainder of the Regiment. After a squadron exercise that saw the SSM, MWO "Busher" Bennett, lead an "enemy" force that consisted mainly of M548s, "C" Squadron went off to oppose the tanks and their infantry battalions during the two versions of Ex Clean Cut. After that it was "Canadian Club" where the Squadron alternated between Brigade and Regimental control, an arrangement which: caused it to be cut off by enemy forces; and subjected it to an ambush by its own Centurions.

The circumstances may have been unconventional but, in general, the Squadron responded quite well to the problems with which it was presented.

HQ SQUADRON

Unlike the rest of the RCD, which went off to Hohenfels on a series of tank trains, "HQ" Squadron, for the most part, drove to its destination. Along the way it set up a staging area for other units also travelling by road and, aside from the minor fact that its kitchen ran out of food after a couple of days, conducted it quite well. The situation was really not that serious, however, since the Squadron was dealing principally with 3 Mechanized Commando who, as Captain Dick Duchemin observed, "Were used to eating bark and snakes anyway".

At Hohenfels the Squadron set to work establishing kitchens (with food) and a QM, dispatching Repair Teams and organizing movies and messes. As usual it ran its Logistics Operations Centre out of the back of a 3/4 ton PU. With everything functioning in an efficient manner, personnel in other squadrons in the Regiment were unanimous in agreeing that conditions in Hohenfels had improved greatly over previous years. Since administrative problems always seem to be the greatest ones encountered by the unit, this accomplishment was by no means small.

That, in summary, was Hohenfels for the RCD in 1972. By all accounts it was a good exercise, well run and professionally executed, and it set an excellent precedent for future

training there by the Regiment. Next year, the unit will be in Hohenfels for over a month for what will hopefully be a performance of similar quality and accomplishment.

72nd LELIEFONTEIN ANNIVERSARY

by Lt GC Moore

On November 4, 1972 in Lahr, West Germany, The Royal Canadian Dragoons commemorated the seventy-second anniversary of the Battle of Leliefontein. The occasion was marked by a full mounted parade which included a mounted trooping of the Guidon. Over one hundred tracked vehicles, including their crews and the helicopter troop were inspected by the Reviewing Officer and Colonel of the Regiment, BGen E.A.C. Amy, DSO, OBE, MC, CD. The helicopter troop, under Captain PC Dudley, was on parade with the Regiment for the last time, the troop having come under command of 444 Tactical Helicopter Squadron on 1 October 1972.

As the Guidon was trooped by MWO Allt the members of the Unit recalled the South Africa War engagement of 7 November 1900 in which the RCD saved two guns of D Battery, Royal Canadian Artillery. Both units were part of Gen Smith Dorrien's Flying Column when the rear guard of the column commanded by LCol F.L. Lessard, commanding the Dragoons, came under heavy attack from the Boers near the village of Leliefontein on the Konati River. The Boer's intention was to capture D Battery's 12-pounder guns and it was on this Battery that the fiercest attack fell. LCol Lessard led the Regiment into action to save the guns. Courage became the order of the day. Lt H.Z.C. Cockburn and his troop dismounted and threw themselves between the guns and over 200 attacking Boers. In the engagement several of his troop were killed or captured, but they held the Boers off long enough for the guns to escape. Meanwhile Lt R.E.W. Turner, although wounded in the neck and arm, led 12 men of his troop, all that remained, in a dismounted action, deploying his men within fifty yards of the enemy.

Sgt E. Holland commanding a colt gun detachment kept up intense fire until the Boers were too close for him to escape with the gun carriage. He calmly lifted the red hot gun off the carriage and galloped off with it under his arm.

The courage displayed by all ranks of the RCD and D Battery resulted in the rescue of the guns. Three Victoria Crosses were awarded: Lt Cockburn, Lt Turner and Sgt Holland.

The annual celebration of the Battle of Leliefontein is understandably a special event on the RCD calendar. The activities, including the trooping of the Guidon, encompassed the whole week-end and were kicked off on Friday with a "Fun and Games" afternoon. These games were designed not so much as demonstrations of sports power, but more as entertainment, pitting squadron against squadron in such games as murder ball, greased pole, tug-o-war and jousting. B Squadron proved the winners by half a point. The traditional fur lined POT was awarded to the loser, C Squadron. Following these activities the Regiment moved indoors for a smoker during which various trophies were presented, including the Eckhardt Trophy for the outstanding MCpl of the Regiment. MCpl (Mick) Battley was this years winner. BGen Amy, the officers and men were entertained by squadron skits, refreshing beer and the excellent food provided by the Regimental cooks.

On Saturday evening after the afternoon parade and a well-attended post parade reception, both the officers and senior NCO's held formal dinners. The officers attended a formal mixed dinner in the Black Forest Officers' Mess, marking the last official activity of the week-end, while the senior NCOs held a candlelight dinner in a local "Gasthof". On Sunday the officers bade farewell to the Colonel of the Regiment who departed the next day. The Regiment brought Leliefontein week-end to the traditional close with a day of rest, declared as such, by the Colonel of the Regiment when he addressed the Regiment on parade.

T H E R E G I M E N T

MEDAL OF BRAVERY

reprinted from "The Shield", the NORAD newspaper
in North Bay

"I hope I don't look as bad as you do", this was the first conversation between Cpl Harris and his co-driver when they climbed from their burning gasoline transport lying on the mud flats of the St. Lawrence River Dec 15, 1966.

Cpl Harris had just finished beating out the fire which had completely engulfed his buddy when their truck overturned and exploded.

Driving the last truck in a training convoy previous to embarking for Cyprus, Cpl Harris encountered driving conditions he considered too dangerous for the speed they were travelling. Slowing down in the snowstorm meant losing the remainder of the convoy, and suddenly an approaching car appeared out of the snow on the wrong side of the road. The car carried a lady with several children, and rather than hit them Cpl Harris swung the truck to the shoulder of the road. There was a considerable drop to the shoulder and when he attempted to return to the travelled portion of the road the truck swerved, crashed through the guard rails, rolled down a steep embankment to the mud flats of the St Lawrence river and exploded.

Their cargo at the time was approximately five hundred gallons of gasoline in five gallon containers. Both men were still in the truck when the explosion occurred. "We found ourselves wet and thought it was water". "I don't really know how we got out, I guess we kicked out the windshield, but I remember being all aflame outside the truck and rolling around in the snow and mud to put out the fire".

"I heard a yell and turning I saw my buddy burning from head to foot. I got to him and beat out the fire with my hands. I guess that's how they got burned so bad".

"We climbed up the bank to the road and stood looking at each other foolishly, and my buddy said "I hope I don't look as bad as you do", but he was really much worse.

"The pain hadn't really hit us yet and up the hill we could see two men running down to help us. They couldn't speak English but soon were helping us up the hill toward their truck. Just as they were going to put us into their truck, a car drove up behind with a travelling salesman driving. He soon made room in the front seat and had us on the way to the hospital".

"We were looked after by the Sisters in the hospital for two days before being moved to Halifax by helicopter".

"I am a little ashamed of some of my actions towards the Sisters but by then the pain was so intense that I guess I really wasn't in my right mind".

This was the start of five months in the hospital followed by seven months out patient treatment.

This is an account of the event and the ordeal which resulted in the announcement from Government House this week that Cpl Robert Lester Harris will be awarded the Medal of Bravery. His name was on the first list of twenty awards under the recently announced series of Canadian awards.

At the time of the accident Cpl Harris was a Tank Crewman but because of the severe burns he received he was unable to continue in this field and was remustered to Admin Clerk. Cpl Harris originally from Bear River, Nova Scotia is now employed in D COS CE Section ADC HQ at North Bay.

It is expected that Cpl Harris will be called to Government House in the near future to receive the award. "I'm not looking forward to any trip to Ottawa", said Cpl Harris who really doesn't want all the publicity.

THE LELIEFONTEIN AWARD

A new award scheme has been introduced within the Armour Branch (Regular). The awards have been made possible by an anonymous donation of \$2,100 to The Royal Canadian Dragoons. The award is administered by The Royal Canadian Dragoons.

Annually, commencing in 1973, winners in the following categories will be announced to all interested HQs and units:

- a. Best Corporal in the Oll trade;
- b. Best Master Corporal in the Oll trade;
- c. Best Sergeant in the Oll trade; and

- d. Best Master Corporal on strength The Royal Canadian Dragoons. (Eckhardt Trophy Winner). (1972 winner to receive Leliefontein Award).

Categories a, b, and c above will be determined in consultation with PCM Armour, NDHQ. Category d will be determined by the Regimental Affairs Committee, The Royal Canadian Dragoons.

It is hoped that the winners of categories a, b, and c will, if necessary, be despatched by Service transportation to The Royal Canadian Dragoons (currently located in LAHR) to accept their awards during the annual Leliefontein celebrations at the end of the first week of November each year. In the event that a winner cannot for any reason be present to accept his award, the individual's Commanding Officer will be requested to present the award on the first appropriate occasion.

Awards will take the form of a memento consisting of an appropriately engraved piece of silver.

As only the annual interest earned on the capital invested will be used to finance the awards the scheme is capable of being carried into perpetuity.

The winner of the Eckhardt Trophy for 1972, the best Master Corporal on strength of The Royal Canadian Dragoons was MCpl W.A. Battley of B Squadron.

RHQ TROOP

by Cpl PG Knight

We started the year off well with the return to Grafenwoehr. The cooks did not appreciate the melodious voice of Cpl Ross singing "There ain't no fish in Bonavista harbour", and moved in under the wings of our friendly Watchdogs. With the retreat of the cooks the Troop started into the hard work. The water flowed like rum, and the hard to come by books came out of hiding.

The daily censoring of the movies was brought to a sudden halt when somebody stole our curtains. Whoever you

were, you did not need all those sabot targets.

On returning to Lahr, we carried on with the normal duties of the Troop. The duty driver was now confronted with driving anything from a jeep to a five ton truck.

In April, with nothing exceptional happening in Lahr, we left for Munsingen, or to some "Mudsingen". During the period of Munsingen we were honoured by the visit of our Colonel of the Regiment, Brigadier General Amy. We all observed the General as he went on his morning jaunt through the woods and mud. He enjoyed his stay and was well looked after by Corporals Young and "fur-faced" Perron.

Early one morning while still in Munsingen, Cpl "Bear" Blaker, the duty operator, received a scream for help over the Regimental Net. It appeared that Cpl Hills was not too appreciated by the local fire department. He had decided to test their reaction to a fire alarm. After paying DM 100 he found them, and the German Police, to be very efficient.

On our return from Munsingen a considerable turnover in personnel took place. We lost Lieutenant Colonel P.H.C. Carew and gained our present Commanding Officer Lieutenant Colonel R.J. Brown. Many Regimental festivities marked the occasion. During this time WO "Sally" Hansen decided to leave to torture more troops at the CFNBBS in Borden. In his place came WO "Beak" Urbanowsky, along with Captain "Miserable Mike" Tanguay.

During July the RHQ Signals personnel went to Hohne gun camp via Hamburg (Reeperbahn). Whilst in Hohne they managed to provide a rear link to the tank ranges and Lahr.

After Troop leave, and many strenuous man-hours by Cpl Vivian building the RSM's home away from home, we departed for Hohenfels.

The high point of Hohenfels occurred one morning (so early that even the rats were not yet awake), when someone decided to check RHQ's NBCW capability. They walked in, gassed the troop quarters and left. Of course RHQ took this opportunity to practise their NBCW drills. A large percentage of the troop stood outside the building in tears, wrapped in blankets and parkas, while Master Corporals Nicol and McNeil, masks donned, opened windows and guided the remainder of the gagging people outside.

After the completion of Hohenfels we returned to Lahr looking forward to the Leliefontein parade and celebrations. Once again Brigadier General Amy arrived from Canada, took the salute on the roll past, and later took part in all the festivities.

December approached rapidly and included the preparation of vehicles and equipment for the annual Battle Group Commander's Inspection. The Troop had very little trouble coping with it and once again lived up to its consistently high standard.

A SQUADRON

by Capt J Gallop

As with the Regiment, "A" Squadron had a busy and eventful year. Beginning with the Grafenwoehr exercise in January 72 and running through to the Christmas break almost twelve months later, the Squadron spent a good portion of the year in the field on both training exercises and gun camps. It was kept occupied in garrison as well with inspections, sports, maintenance, courses, a Change of Command and general administration.

Certainly the high point came at the Hohne gun camp in July where the Squadron not only came out as the best squadron in the Regiment, but also produced the best troop and the best crew. Even without this degree of success, however, most seem to agree that Hohne would still have provided the most rewarding training of the year for the Squadron. With a winning effort the other principal activities which took place during 1972 seemed to take on an added significance and register in all minds as a reflection of what was really worthwhile within the unit.

Grafenwoehr: 17 Jan - 3 Feb 72

"A" Squadron went to "Graf" for both a gun camp and for its annual small arms qualifications. A number of problems appeared here, mainly with the ranges themselves and with the weather. The firing lanes for the tanks were found to be too narrow and offered little challenge for crews. As such, gunnery improved only marginally during practices. The programme involving Centurions was further reduced by numerous fogs which limited ranges to such an extent that very often only small arms classification was possible. As the beginning of the year's gunnery programme, the Grafenwoehr exercise was not entirely successful and

created some apprehension for the gun camp at Hohne which was scheduled for the coming summer.

D & M Courses: 14 Feb - 1 Mar 72
9 Nov - 23 Nov 72

The Squadron conducted two D&M courses during the year. They were both held in the Langenwinkel Training Area in Lahr and both used the unit's Centurions as training vehicles. They were each, however, conducted in a different manner. The first was run extremely well. Both the weather and the tanks held up in good order and the students performed their practical and theoretical tasks without difficulty. Where everything went properly in the first, however, everything seemed to go wrong in the second. There is very little water in Langenwinkel and yet two Centurions were sunk, one so badly that water covered the metadynes. Rain and vehicle breakdowns were also frequent although, as with the first course, the aim of turning out qualified tank drivers was achieved. All graduates showed their ability during a number of field exercises proving the effectiveness of the Squadron's Training Programme under a variety of conditions and extremes of luck.

Munsingen: 27 Apr - 17 May 72

The Squadron's problems with weather continued during the Munsingen concentration. The exercise, held in conjunction with the First Battalion R22eR progressed along the following training levels: Troop - Squadron - Troop/Company - Squadron/Battalion. The weather progressed along the following climatic levels: rain - fog - snow - sun - more rain. In spite of the weather, however, Munsingen was a good concentration. For its part, the Squadron ran three small exercises involving: counter-attack, counter-penetration and a combination of the two. Battle procedure was deliberately kept at a slow pace to emphasize the points learned to all ranks, a technique which proved to be quite successful.

For Munsingen, "A" Squadron was joined by ten soldiers from the Second Battalion, Royal Tank Regiment who impressed everyone with their professional expertise and their enthusiasm. They were a welcome addition to the Squadron, then under-strength. Their departure was marked by a bar-b-que put on in excellent style by the squadron's Senior NCOs, an event which also served as a firm end to the field exercise.

Hohne: 19 Jul - 30 Jul 72

As mentioned, the gun camp at Hohne was the high point of the year for the Squadron. After the performance at Grafenwoehr, expectations were not really high and crews went north with a certain amount of pessimism. The range itself was

familiar to Canadians, however, after years spent at Soest and Iserlohn.

The Squadron performed very well in the familiar surroundings. The range, with its excellent target facilities and extensive battle runs, proved to be just the right challenge and all crews responded with excellent efforts. "A" Squadron was declared the best Squadron, Three Troop won the Troop Championship and its troop leader WO "Irish" Hutchinson had the best tank crew.

Hohne also provided the opportunity to try some new gunnery techniques, most notably the current method of night firing which has been developed by the British Army. Service APDS was also fired with some impressive results. Sgt Dick Kitcher, one of the Squadron's Crew Commanders, remarked in fact how the round appeared in many cases to hit the target before the flash had even left the gun.

The Squadron's, as well as the Regiment's, principal activity in September centered around the Hohenfels concentration. Hohenfels, with its castles, low hills and long broad valleys is an excellent training area and the Squadron made the most of it in a series of exercises that progressed from the Troop to the Brigade level - NBCW is now being given a much greater priority in Europe and the training programme included long periods in which crews wore their protective suits and masks.

The final portion of the concentration in late September saw the Brigade leave the Hohenfels area and move into the Bavarian countryside for an extensive withdrawal exercise. It provided a good test of endurance for both crews and vehicles and was one which proved to be quite successful. After moving across an extensive portion of Southern Germany and engaging in a number of simulated battles, the Squadron mounted its tank train and moved back to Lahr.

Leliefontein: 3 Nov - 6 Nov 72

Leliefontein is the Regiment's principal ceremonial function during the year and "A" Squadron naturally took a prominent part. This year the celebrations included a mounted parade, a smoker, an all ranks reception, an officers' "Dining-In" and a sports day. "A" Squadron's performance during the sports day can be summarized as follows:

<u>Event</u>	<u>A Squadron Record</u>
Jousting on bicycles	OK, once the OC was taught how to ride a bicycle
Tug of War	Won
Murderball	Team murdered
Greased Pole	Won

Just wait till next year.

Summary

The events reported in this article deal only with the more prominent activities engaged in by the Squadron in 1972. Left out were less spectacular events, things like minor courses and inspections, which were also an important part of the Squadron's life during the past year. Also omitted were the many small accomplishments and contributions made by each member of the Squadron which, taken together, combined to form the unit's major success.

Squadron Appointments

The principal change in the Squadron took place at the OC level. In July, Major ECH Latham left to become the Regiment's DCO and was replaced, in mid-September by Major KRT Seeley who arrived from Halifax. During the interim period, the Squadron was commanded by its 2IC, Captain LO Klein.

B SQUADRON

As a viable, tactical fighting sub-unit, B Squadron has remained basically unchanged from previous years with respect to role and purpose. However, the major change has been the ebb and flow of new faces into the Squadron. No troop remained stable during 1972, but the real story lay with the troops themselves.

SHQ Troop

The Troop had one thing in common with the four tank troops - its share of colourful personalities, past and present. Major Al Methven started the year as leader of the pack but the Troop was really influenced by Sgt Jim Skinner and "Skipper" Don Verge. After badgering the squadron into "full stab" for gun camp, Sgt Skinner was sent to do the same thing for the other

squadrons from a lofty perch in RHQ.

Captain Ted Nurse who took over from Major Methven (who is now bilingual and in Montreal to prove it) and runner up Captain Snoopy Wilkinson, both combined their efforts to hide the Squadron permanently under cam nets. Sgt "Whiskey Bill" McIntyre replaced Jim Skinner as resident expert on sheep hustling. Captain Nurse then went to brigade and he hasn't been seen since, good cam job Ted. Captain Snoopy returned to Canada and they say that he found this little house.....

Captain Dave Summers replaced Ted Nurse. Dave had been trained by a great old outfit, the FGH, so he was immediately promoted and inherited from the Centre Marguerite a big leather coat with the Agent inside it (Captain Brian Hook). Under the guidance of the Agent and Whiskey Bill, the Troop was kept in fair shape.

Call Sign 27 became a combat first aid unit operated by Cpl Sonny Gonder and a Navy type, Cpl Willy Willisko. They can deliver khaki-coloured band aids anywhere, anytime.

The Troop saw a few people change jobs but still remain in the unit. Cpl John McKim went to Four Troop with the ability to command up to two American infantry battalions on scheme. Cpl Warren Clement moved over to C Squadron to teach the light equipment people to use Hoffmann and Cpl John Wilson became the Troop Pathfinder for Four Troop.

As the year come to a close, the Troop bids Auf Wiedersehen to all who have left and looks forward to a year that measures up to the old one.

One Troop

Looking back over 1972, one realizes it is the individuals and not the events which stand out. Arrivals and departures were numerous and the Troop was treated to a variety of personalities.

Arrivals. "JQ" Adams from Three Troop came as 2IC and family planning expert. Lee Burgess brought his food for feathered creatures from Petawawa and "Skip" Skippen still mutters about the baggage he did not receive from the same place. Harry Biggar from Gagetown gave up his currency business and sold his shares in Canadian Tire. Dave Mellott, formerly of C Squadron, is now a fine back deck gourmet, excelling in scrambled eggs and ground gears. Jim Mingo became the life of squadron parties and Ken McLeish dusted off his talented typing finger(s). Both are from Gagetown. Reg "Mute" Hanna from C Squadron has opened his law firm, specializing in breathalizers. Jim Hodgson of HQ Squadron

now extoles the virtues of a CSU on winter schemes. Finally the new Troop Leader, Captain Bill Andrews from 12e RBC, demonstrated his command of French by his tight effective control over two AMX 30s.

The smallest group has been the stability factor - those who spent all of 1972 with the troop. Bob Caughell came off course in Gagetown with a new knowledge of how to throw tracks. Marcel Poulin was not able to stay away from Quebec. Bob Hachey seemed to develop into a Sgt Preston fan. Bob McPherson spent much time recuperating and concentrating on which round is fired off which scale. Finally Gerd Gernsbeck acquired a new hobby - bending gear levers in his bare hands.

Two Troop

This past year was full of many changes for the troop. Most of the people repatriated, so we were rebuilt almost completely from the ground up.

The list of new arrivals is long, but how better to start off than with the saga of "The Order of the Bunker". Cpl Joey Bishop crew commander the infamous 22C, for five days completely baffled 4 Service Battalion as to what part he really needed - a front idler or final drive. Cpl Mike Thibault brought along his skates to the troop and has helped our squadron team. Our own Charlie Brown, from Gagetown, specializes in annoying Moe Morash and test driving Volkswagens for Link in his spare time. Lt Ray Hook, also from Gagetown, is one of a rare breed of officers; he had to explain to his troop that lieutenants are senior to officer cadets and corporals. Smitty Laliberte, from 12e RBC, really is not Bob St Pierre's twin brother; Smitty has the red moustache. Bob Paauw brought from SHQ his third hook and a fine knowledge of woodcraft. Bob's biggest chore to date is keeping track of his elusive gunner, Tpr Razmos. Ron Scott divides his time between eluding the enemy on schemes and big defensemen on the ice for the squadron hockey team.

Al Stewart previously of Four Troop, took over as Troop Sergeant and brought much needed gunnery knowledge to us. Bob St Pierre, 12e RBC, is not Smitty's twin brother, he has the dark moustache. Bob practises sinking tanks on schemes, Re-forgers especially. Mike Sullivan joined us from Petawawa and is so keen that once he was the only Cougar to show up at a 0600 hockey practice. His ride didn't show so he took a taxi to the rink, found it closed, then went to work and found out about the Snowball. Glen Brunelle decided to trade in his C Squadron Lynx for a panzer to enjoy life as a tanker. Rae Meuller, the troop con man from 8CH, talked a "local" on Re-forgers into putting up the troop in two rooms of his house. Rae is also our resident expert on salt water damage to cars.

The list of new people is long, the personalities are varied but we had a stable element in the troop; Moe Morash and Joey Bishop. Cpl Morash was busy last year as a gourmet cook (his tank is known as the greasy spoon), photographer, father and crewman. He found out in France that hammers are definitely tougher than his finger. Joey Bishop was also busy last year. Cpl Bishop was a crew commander, driver and operator, a father twice over and a big help, along with Cpl Morash, in carrying over any remnants of the original troop. We have much to live up to, but it will be fun trying. Good luck Two Troop, wherever you are.

Three Troop

The year 72-73 has been a very productive and successful year for the troop. We experienced working under all types of conditions from joy riding in 5th gear across a nice ploughed field to Mexican overdrive down a mountain switchback, brakes smoking and hearts stopped. We fired the guns on the bowling alley in Grafenwoehr and on the skill-testing ranges in Hohne.

A few changes have taken place - Pte (Daddy) Dave Smith had a new arrival, he was blessed with a bouncing boy David. Congratulations Sheila and Dave. Stop worrying Smitty, you won't have another one for a while at least. By the way, watch that VW, it bogs easily on wet lawns.

Cpl (Pot) Don Emerson and Cpl (Spaghetti Bender) Joe Vienneau will not be outdone by Daddy Smith and are preparing for their own weddings. Joe will probably be the cook, you should see that he did with that large piece of roast we got on Reforger IV (Delicious!).

Cpl (Side Skirt) Meszaros is enjoying his leave in Canada touring the hills in BC. Don't walk off any flat cars.

Cpl (Chubby) Chapman is being laughed at by Pte (Dwarf) Greenan after paying \$75.00 for a bottle of Jagermeister.

MCpl (Crank Shaft) Spud Bernard has the new look; he had his front teeth replaced which he wore our chewing pick handles after replacing three main engines.

Cpl (Fussball) Ed Lyons claims to be the champ. Any challengers? He will be in the rest area every day during stables except holidays. He is sponsored by Walter's Gasthof.

Cpl (Guitar String) F Flat Perry is willing to perform anywhere at the "POP" of a cork. He gets better after every "POP".

Cpl Slim "Penny Pincher" Botterill continues to water

down the coffee just the right amount and has made a bundle for both the Squadron and Rest Area. He is really starting to look distinguished with all that grey coming in.

Sgt Charlie (Hot Blades) Mabee has his hands full preparing for Hohne Gun Camp and getting things cleaned up for his new Troop Leader, Captain Kirk Thornton. WO Lee Koelbl is abandoning him for Romeo Hotel Quebec.

Four Troop

Throughout the past year, Four Troop has witnessed a variety of changes within the troop's organization. Captain Bob Millar guided the troop for the first eight months with the initial aid of WO "Thumbtack" Landry, Sgt "Whiskey Bill" McIntyre and Sgt Al Stewart. With all of this talent combined in one troop, it was inevitable that changes had to take place prior to Hohne Gun Camp. Sgt Stewart assumed the position of Troop Sergeant as WO Landry and Sgt McIntyre moved on. Cpl Billy Ries assumed command of 24B and the troop acquired the "guitar picking" Cpl Billy Beals to command 24C.

Hohne Gun Camp was just around the corner but the crew commanders shook themselves out and to their surprise, found themselves in competition for the "pennon". To this day, the troop has regretted not listening to the "Gronk" for they lost out on the competition. The troop did however achieve the distinction of being the best troop on the battle runs. Also during the firing Sgt "Gomer" Grant arrived from Gagetown.

Following Valdahon there were a few more additions as WO "Goobar" Owen, took over as Troop 2IC and Captain Kirk Thornton became the new Troop Leader. Cpl Ries commanded 24C until Sgt Harry Sutton's arrival in December.

The troop will always remember Hohenfels for they never had a chance to fire a shot in anger. In fact, we still don't know what the enemy looked like. Following this, we settled down to the everyday things such as Leliefontein, Commander's Inspection, maintenance, gunnery, first aid, etc. etc., and it seemed like there would be no end to this garrison doldrum, when the word about Reforger in January sprung loose. It was definitely a shock to our system.

Throughout the year if it were not for the everfaithful Cpl Ed Moore and Cpl Jeff Jones the troop would have scattered to the four winds. As it was they stuck it out and along with Cpl Ries they provided the stability upon which the new troop was formed.

That ends Four Troop's saga about 1972 and by the looks of the changes due to take place in 1973, the troop will have a challenging year ahead of them as well.

Maintenance Troop

This past year has seen the departure of WO Quinn, Sgts Sercerchi, Green and Boles, and Cpls Bean, Fox, MacInnis, and Weins. New arrivals came in the form of WO Luscombe, Sgts Black and Janes, MCpl Street, Cpls Olson, Murray and Mathieu.

The holdovers, Skip Taylor (to be found in a referee's shirt most of the time), Zube Alyward and Sgt Ray Chausse are regularly hidden in the dungeons of HQ Squadron castle. Tom Guy and Mike Blanchette are recovering from lashes to the back with Keith "Baldy" Hughes wandering around with a slightly used whip looking for a guy by the name of Shepherd to coax some work out of him. Rumour has it that he is "on paper" and thus has to be around.

Having been brought back up to strength (almost) amid parades, refresher training, schemes and numerous funnies (Hoffmann rings a bell), we have fared well. We've managed to come up with some much appreciated leaves, the odd duty and even got to turn the odd wrench. However with the present trend of becoming action troops, (capturing and exposing the enemy, converting mechs to gunners (MCpl Street), we are finding less and less time to complete our primary task. We consider our primary task to be that of preventing a lot of weight from turning into so much scrap before 1977 (the preceding is in code).

And you think you've got problems! The troop is considering transferring to the armoured side because the pay is the same anyway.

C SQUADRON

by Cpl JH Bagnell

For C Squadron 1972 was a very good year. Fun got under way in January with a BANG as the Squadron took to the Graf ranges for their annual Gun Camp. The weather was cold and crisp but not as "crisp" as those gunners. The ranges

were full of action and before we knew it we were finished and heading back home.

In February rumours were flying around that C Squadron would not be going to "Mud Slingen" but instead would be taking part in a Special Forces Flyaway called Alpine Friendship. The setting for this exercise was the area of Bad Tolz, surrounded by the scenic, snow capped Tyrolian Alps. On May 7th the squadron pulled out of Tolz and shortly after arrival we were quickly deployed into OPs guarding vital installations. The enemy forces were made up of large numbers of highly trained Special Forces personnel. During the exercise C Squadron came out on top. All of our given tasks were carried out quickly and professionally, including sleeping in a barn with 10 cows. I always thought cows slept but they don't - or at least they didn't that particular night. It was F.F.F. (Fierce Fighting First) that went through that seemingly endless night. You can't imagine what it's like trying to catch 40 winks with those noisy, smelly animals. We were sure we'd crack up until Captain Crosby started things rolling with a few jokes and a sing-a-long. The cows didn't really care for the sing-a-long but they did occasionally give a "snort" at the jokes.

During Alpine Friendship SHQ, according to reliable sources, set up an OP around an "all girls" fussball game. I guess if you must set up an OP you may as well have something to look at -- right!! Nice going SHQ. One gold star.

For 2 Troop - well they had their problems. Their OP was right under an autobahn overpass, between a set of railway tracks. If the racket of the passing cars didn't shake you up, then that train -- oh that terrible train -- that flew by every 10 minutes scared the "waste" right out of you. We understand that Cpl Romain and MCpl Bell still have nightmares of being attacked by a train.

Three Troop - was there a 3 Troop? We're not sure if they were there or not. Maybe someone can tell us where they were?

LCol P.H.C. Carew, CO of the RCD, was posted to CFB Gagetown (CAS) and C Squadron was on parade to say "Auf Wiedersehen". A Regimental week-long celebration was held including many sporting events and an all ranks dance. Charlie Squadron came out on top during the sports activities taking the Regimental Hockey Trophy. Cpl John Sparling earned a trophy as the leagues' best goaltender. Our heavy Tug-o-War Team, which consisted only of Busher Bennett and Brad Middleton, took the silver trophy. The other members of the team were there just because the team had to dress 11 people. Lorrie Thomson received a trophy for best hockey player on the Regimental Hockey Team. The C Squadron Pentathlon team was awarded a trophy for the most points collected during the week long action. All trophies were awarded at the all ranks ball which was quite an evening.

Soon it was exercise time again and off to Hohenfels we rolled. Our first manoeuvre came in two phases and was called "Clean Cut". In our first role Charlie Squadron played enemy for 3 Mechanized Commando and then we did the same again with the Van Doos. With the ending of this part we had a short rest and then headed right into the Big One, Exercise "Canadian Club". During this period C Squadron became the ears and eyes of the Brigade, gathering important information in the defence of our area. Although we were up against big odds the Brigade managed to pull out on top and hold enemy advances. After many hours of battle we were finally pushed back, bringing to an end "Canadian Club".

With November along came Leliefontein and we prepared for it with a Regimental Roll Past. After many rehearsals under the belt, we were given a green light and all systems were go. On the big day we rolled by with a very impressive parade, attended by many military guests including our own favourite Colonel of the Regiment, BGen E.A.C. Amy, DSO, OBE, MC, CD

With Leliefontein over we began to prepare for the annual Commander's inspection. There was plenty to do and not much time so we gave it all we had and before long we were all set. All the work paid off with the General's inspection being a success. So with that final parade C Squadron ended 1972.

What about 1973? We'll just have to wait and "C".

HEADQUARTERS SQUADRON

(WE SOLVE REAL PROBLEMS)

Happy New Year, and welcome to Grafenwoehr. Ech!! With the rest of the Regiment, Headquarters Squadron began the New Year of 1972 with a visit to Bavaria. For those going to Graf for the first time, a sense of impending doom could not be dissipated. The stories from the previous year made Napoleon's retreat from Moscow sound like a picnic. However, forewarned and therefore being forearmed, a great deal of planning was done which resulted in the birth of a new entity,

the "preadvance party". This was, of course, preceded by others not worthy of mention. When the dust had settled (and the snow), the happy result was that a marked improvement over the previous year was evident. The rumour is that next year may see more startling improvements, such as dividers between the toilets and individual sinks!

The return to garrison was welcome, and Headquarters Squadron went into hibernation until April. While hibernating, however, some persistent tasks remained, such as feeding people in rest areas, sewing canvas, fueling tanks, and planning trips to Hohne.

The winter campaigning season gave way to the spring campaigning season, as it usually does somewhere between January and May. The Squadron AO, Captain Hook, departed in the direction of one of the previously despised tank squadrons, while Captain Carruthers moved into the previously despised Headquarters Squadron.

Munsingen was the next concentration. This camp is unique as it is the only place where we have a garrison routine without a garrison. This problem was neatly solved by Captain Del Villano, who organized two days in the RMA to make us field-oriented again.

Some lighter moments were provided by a demonstration of banjo playing under gas conditions organized by WO Sulis for the benefit of our American guests. And of course Captain Del Villano measured the depth of the A Squadron sump and found it to be "waist deep".

The return from Munsingen saw some more arrivals and departures. Captain Del Villano eventually lost his struggle to become the senior officer (time-wise) in Europe and journeyed back to Canada. Also leaving was WO Sulis. The Regiment lost one of its most widely liked and respected soldiers with the retirement of Sgt Joe Iwaneczko. On the gained side, Captain Duchemin joined us from FMC, and WO Murrin and Sgt Godden moved in from A Squadron.

All the old and new personnel soon had their time filled with preparation for the Regimental Change of Command at the end of June. The Headquarters Squadron pentathlon team was in a class by itself.

Following the Change of Command week, half of the Squadron made the long trip to Bergen-Hohne to support the tank squadrons' gun camp. This trip began auspiciously when DSG dining cars were provided for the trains. This was obviously going to be a record-breaking trip; however, Headquarters Squadron had failed to anticipate all eventualities, and consequently the second train ran low on food on about the third day, or was it the third week? At any rate, some oddly shaped vehicles

returned to Lahr. Meanwhile in Hohne, WO Pister narrowly missed creating some more strange vehicles when a twister by-passed his vehicles and ammo dump by a few hundred metres. At this stage we were beginning to wonder if someone very powerful didn't want us at Hohne. However, things soon got sorted out except for a few lingering problems with ammunition, spare parts shipped by rail, aircraft scheduling, or lack of same. There were many good points, such as the excellent ranges, the co-operation from the staff, the swimming pool, and the lack of breakdowns.

On return to Lahr, we decided to have an exercise consisting of only Headquarters Squadron. This way the Squadron could set about its job without being bothered by details like other squadrons requesting food, fuel and repairs. So Exercise Mountain Wander was born. The timings were cleverly planned so as to escape the uproar prior to the Hohenfels concentration. The exercise was rather unusual in that both going and returning from the exercise area, packets got lost between the airfield and the caserne. Between these incidents, however, a great deal of valuable training was done, and we felt reasonably well prepared for Hohenfels.

Hohenfels began rather uneventfully as Headquarters Squadron carried out much the same tasks as we do in Lahr. An abrupt change occurred however, with the start of exercise Canadian Club. Radio silence created some new problems, and when it ended, the problems continued. DP's had a habit of stretching into twelve-hour marathons, while the LOG OPS struggled with communications problems and wished for the return of the messenger pigeon. However, no one ran out of gas, fuel, or ammo.

It was with some relief that we headed back to Lahr, and a period of "soft" garrison routine. The 7:30 PT parade soon had many wishing for the "soft" field routine.

Headquarters Squadron supported the Leliefontein celebrations with grandstands, ushers, cooks and the MO's ambulance.

In December the Squadron acquired two Centurion tanks, somewhat dishevelled, but still recognizable. With a bit of work they may be competing at Hohne in 1973. Christmas and New Years leave brought 1972 to a close. Exercise Mountain Wander II starts off the New Year. But that must be saved for later.

In terminating this account of Headquarters Squadron activities we would like to leave you with some perceptive

thoughts about logisticians as related by a famous Chinese philosopher "WEE SIP LYE YEW"

THE LOGISTICIAN

Logisticians are a sad and embittered race of men who are very much in demand in war and who sink resentfully into obscurity in peace. They deal only in facts, but must work for men who merchant in theories. They emerge during war because war is very much fact. They disappear in peace because in peace war is mostly theory. The people who merchant in theories and who employ logisticians in war and ignore them in peace are generals.

Generals are a happily blessed race who radiate confidence and power. They feed only on ambrosia and drink only nectar. In peace they strike confidently and can invade a world simply by sweeping their hands grandly over a map, pointing their fingers decisively up terrain corridors and blocking defiles and obstacles with the sides of their hands. In war they must stride more slowly because each general has a logistician riding on his back and he knows that, at any moment, the logistician may lean forward and whisper: "No you can't do that". Generals fear logisticians in war and in peace, generals try to forget logisticians.

Romping along beside generals are strategists and tacticians. Logisticians despise strategists and tacticians. Strategists and tacticians do not know about logisticians until they grow up to be generals, which they usually do.

Sometimes a logistician becomes a general. If he does he must associate with generals whom he hates; he has a retinue of strategists and tacticians whom he despises; and on his back is a logistician whom he fears. This is why logisticians who become generals always have ulcers and cannot eat their ambrosia.

MODERN CHINESE PHILOSOPHER

SPORTS 72

by Capt MJ Tanguay

Like all types of training, sports is hard to work into an already tight schedule - and 1972 was no exception. The end of the Grafenwoehr Gun Camp saw us returning "full bore" to our Sports Programme. March was the month of the inter-squadron hockey play offs with C Squadron defeating B Squadron in the final game to again win the title. Special congratulations go out to Cpl "Teddy-Bear" Blaker for his fine performance with the CFE Raiders. Cpl Blaker was the top goalie in the Cup International League which the Raiders won without a loss.

Spring and early summer also brought the end of the season for the Regimental teams in the base soccer, volleyball, hockey and broomball leagues. I would like to take this opportunity to thank all the players for their fine team spirit in carrying our banner.

Because of Munsingen, Hohne and leave there were no Regimental spring and summer sports programmes. However, the end of June brought birthday celebrations and two days of sports. All events were closely contested with RHQ winning the volleyball trophy, C Squadron the heavy Tug-o-War and B Squadron the light Tug-o-War. In addition each squadron entered a five-man team in the pentathlon which included a jeep slalom, pistol shoot, obstacle course, distance run and tabloid sports. The final standings were: C Squadron - 21 points, B Squadron - 14 points, A Squadron - 10 points and HQ Squadron - 9 points. Competition for the individual trophy in the pentathlon was extremely tight with a tie for top spot between Cpl Carpenter and Pte McQueen, both of B Squadron. Trophies were presented at the all-ranks dance.

The Regiment left for Hohenfels in the early autumn with promises of new sports facilities on the completion of the new gymnasium and pool on our return.

Our fall and winter programme began with hockey, outdoor volleyball, outdoor flag football and outdoor soccer; and now at the close of the year there are still great promises of that new gymnasium.

During the Leliefontein weekend the Regiment held a sports afternoon. The events included murderball, greased pole, bicycle jousting, tug-o-war, topple-the-jester and greased pig (with an unco-operative pig and a Regiment of animal lovers). After the scrapes, gouges and bites were patched up, B Squadron had accumulated the most points.

The competition for the Horse's Head/Horse's Rear Trophy must not be overlooked. The officers challenged the Senior NCOs to a broomball game. On 21 Dec 72, the officers convincingly displayed their superiority on the ice. Final score: Officers - 2, Senior NCOs - 5. A fitting end to 1972.

#2596 RCD CADET CORPS

by Capt JL Crosby

1971/72 marked the first full training year for the Army Cadets in Lahr. The title "The RCD Cadets Corps" and associated honours of wearing the black beret and Springbok were officially undertaken on 15 Jan 72 with LCol P.H.C. Carew, Commanding Officer The Royal Canadian Dragoons, presiding.

The cadets took part in a rigorous but enjoyable training programme that included drill, citizenship, small arms safety, fieldcraft, first aid, defensive driving, and a multitude of other activities designed to shape a young man for the transition to manhood. The annual inspection was held at the conclusion of the year's training on 27 May 72, with the Commander 4 CMBG as inspecting officer.

Almost all the cadets participated in a summer camp programme during July and August in Canada. The new Cadet Commanding Officer, Lieutenant Marc D'Amour, attended the National Army Cadet Camp at Banff, Alberta.

The final inspection report awarded an 88.5% efficiency rating for the Corps, as assessed by the Area Cadet Officer. With those results behind us, we look forward to the 1972/73 training year.

OBITUARIESSP 1071 WOI HASKETT R.C.

Ronald Claude (Flash) Haskett was born in London, England on 12 May 1912 and came to Canada in 1919 at age seven. He joined the Royal Montreal Regiment (NPAM) on 21 Sep 31 and then The Royal Canadian Dragoons (PAM) on 22 Sep 33 with whom he served continuously until 31 Aug 39. On 1 Sep 39 he enlisted in The Royal Canadian Dragoons (CASF) and served until 30 Sep 46. During the war he was in England from 17 Nov 41 to 22 Oct 43, in Italy from 23 Oct 43 to 16 Mar 45 and then in Holland and Germany from 17 Mar 45 to 8 May 45.

On 1 Oct 46 Flash Haskett joined The Royal Canadian Dragoons - Canadian Army (Active Force). He retired from the Canadian Army (Regular) on 13 May 61 after 28 years 51 days service. Post-war service was with the Regiment in Camp Borden and Petawawa and the RCAC(S) in Camp Borden. He served in Germany with C Squadron RCD from 15 Oct 51 to 15 Nov 52. He was promoted WO II in Oct 42 and WO I on 1 Mar 57.

Except for his time with C Squadron in Germany Flash was SSM of HQ Squadron with the Regiment. One reason for this was his coaching ability. An ardent sportsman and excellent athlete himself, he also coached many championship teams for the Regiment.

Enrolling in the Corps of Commissionaires immediately upon retirement from the Army, WO I Haskett spent his entire service at Canadian Forces Base Borden. He was still on active service when, on 13 Jan 73, he was admitted to the Royal Victoria Hospital in Barrie. On 26 Jan 73 he passed away. He is survived by his wife and six children.

THOMAS W. (BILL) BULL

On January 12, 1973 Thomas W. (Bill) Bull died at Wellesley Hospital, Toronto at the age of 85. Bill was the barber of The Royal Canadian Dragoons from 1915 to 1957. When the Regiment went to Germany he went to Camp Borden as the RCAC(S) barber. He retired as the School barber in 1965. Many members of the Corps remember Bill as the barber who gave them their first "Army" haircut.

THE ROYAL CANADIAN DRAGOONSPOSTINGS IN - 1972

<u>RANK</u>	<u>NAME & INITIALS</u>	<u>COS DATE</u>	<u>POSTED FROM</u>
LCol	RJ Brown	16 Jun	TCHQ/Winnipeg
Maj	E Exley	19 Jul	ATE/CLFCSC/Kingston
Capt	WS Andrews	23 Jun	12e RBC Valcartier
Capt	RE Duchemin	15 May	HQ FMC St Hubert
Capt	JR Fournier	14 Aug	C Sqn 8CH Gagetown
Capt	WA Gallop	14 Aug	C Sqn 8CH Gagetown
Capt	DE Green	16 Dec	CDLS(L)
Capt	RC Mathias	15 Aug	430E ETAH Valcartier
Capt	RG Phillips	01 Aug	403 Sqn Petawawa
Capt	KL Thornton	11 Aug	8CH Petawawa
Lt	RE Hook	31 Jul	C Sqn 8CH Gagetown
Lt	BR McCullough	07 Aug	LdSH(RC) Recce Calgary
Lt	GC Moore	22 May	RMC Kingston
CWO	Frenette N	12 Jun	4 Svc Bn Lahr
WO	Hercun WJ	07 Jul	1 Svc Bn Calgary
WO	Owen HR	07 Aug	C Sqn 8CH Gagetown
WO	Sorokowski WM	31 Mar	Cdn Forces Support Estb Wetter
Sgt	Black VW	03 Jul	CFB Chilliwack
Sgt	Burgess LTG	30 Jun	8CH Petawawa
Sgt	Cooke ER	03 Jul	3 Svc Bn Gagetown
Sgt	Grant LM	04 Jul	CAS Gagetown
Sgt	Jacques JV	12 Jul	CAS Gagetown
Sgt	Janes RC	17 Jul	4 Fd Sqn Lahr
Sgt	Kramell KH	04 Jul	8CH Petawawa
Sgt	Mabee EW	26 Jun	8CH Petawawa
WO	McCracken WA	15 Aug	CFOCS Chilliwack
Sgt	Rutledge WC	07 Jul	8CH Petawawa
Sgt	Skippen RB	08 Dec	8CH Petawawa
Sgt	Slater TD	23 Jun	4 Svc Bn Lahr
Sgt	Smith FH	10 Jul	8CH Petawawa
Sgt	Sutherland LH	27 Aug	CFRS Cornwallis
Sgt	Sutton HR	06 Nov	8CH Petawawa
Sgt	Swyers TM	31 Jul	8CH Petawawa
Sgt	Wilson DJ	26 Jun	NDHQ Ottawa
Sgt	Yurett LG	28 Jun	3 Svc Bn Gagetown
MCpl	Bernard DSW	07 Aug	CAS Gagetown
MCpl	Darin Zanco MS	29 Jul	NDHQ/CIS
MCpl	Eastlake SB	10 Jul	4 Svc Bn Lahr
MCpl	Everaert DE	21 Aug	8CH Petawawa
MCpl	McNeil JS	07 Aug	CAS Gagetown
MCpl	Parker RL	14 Jul	1 RCHA
MCpl	Schwoob RL	07 Aug	8CH Petawawa
MCpl	Scott RE	11 Aug	8CH Petawawa
MCpl	Smith JE	07 Jul	4 Fd Sqn Lahr
MCpl	Waddington RT	23 May	CFB London
Cpl	Adams KJ	27 Jul	CFB Kingston

Cpl	Benoit	R	07 Aug	C Sqn 8CH Gagetown
Cpl	Biggar	HT	14 Jun	C Sqn 8CH Gagetown
Cpl	Boyle	CE	01 Sep	8CH Petawawa
Cpl	Brown	CE	21 Aug	C Sqn 8CH Gagetown
Cpl	Buzzell	P	01 Apr	CFB Montreal
Cpl	Carroll	JE	20 Nov	C Sqn 8CH Gagetown
Cpl	Desroches	JP	21 Aug	CFB Moncton
Cpl	Durocher	PP	07 Aug	12e RBC Valcartier
Cpl	Edwards	GD	26 Jun	2 RCHA Petawawa
Cpl	Ellis	RR	09 Aug	1 RCR London
Cpl	Fyke	JD	26 Jun	8CH Petawawa
Cpl	Griffith-Jones	DE	14 Jun	8CH Petawawa
Cpl	Hall	WJ	21 Aug	C Sqn 8CH Gagetown
Cpl	Hoffman	DB	04 Jul	8CH Petawawa
Cpl	Kennedy	NJ	15 Jul	CFB Shilo
Cpl	Kolody	JE	01 Sep	8CH Petawawa
Cpl	Labonte	YG	04 Dec	5e RALC Valcartier
Cpl	Lynn	GA	27 Jul	3 Fd Sqn Chilliwack
Cpl	Madore	JH	05 Apr	3 Svc Bn Gagetown
Cpl	Mavor	MW	26 Jun	C Sqn 8CH Gagetown
Cpl	McDonnell	RB	22 Aug	C Sqn 8CH Gagetown
Cpl	McLeish	KA	21 Aug	C Sqn 8CH Gagetown
Cpl	Michallok	CH	01 Jun	2 RCHA
Cpl	Middleton	RMG	14 Jun	CFB Moose Jaw
Cpl	Mueller	RA	20 Nov	8CH Petawawa
Cpl	Murray	JB	23 Aug	1 Fd Amb Gagetown
Cpl	Noel	RN	07 Jul	CFB Shearwater
Cpl	Renaud	JHER	10 Jul	12e RBC Valcartier
Cpl	Robar	TD	10 Jul	2 Cbt Gp Sigs Petawawa
Cpl	Street	A	03 Jul	CFS Moisie
Cpl	Sulmanis	IG	01 Sep	8CH Petawawa
Cpl	Trahan	JRG	10 Dec	2 Svc Bn Petawawa
Cpl	Tucker	MW	28 Nov	1 Fd Sqn Petawawa
Cpl	Vienneau	JD	01 Sep	C Sqn 8CH Gagetown
Cpl	Votour	DC	21 Aug	C Sqn 8CH Gagetown
Cpl	Walker	GP	01 Sep	8CH Petawawa
Cpl	Zinch	MC	21 Aug	C Sqn 8CH Gagetown
Pte	Bastarache	LJ	26 Jun	C Sqn 8CH Gagetown
Pte	Boileau	MCJ	28 Jul	12e RBC Valcartier
Pte	Boudreau	HC	26 Jun	8CH Petawawa
Pte	Boyd	LD	02 Jul	2 Svc Bn Petawawa
Pte	Broadbent	AM	01 Sep	8CH Petawawa
Pte	Damphouse	JY	01 Sep	12e RBC Valcartier
Pte	David	BC	07 Jul	202 Wksp Montreal
Pte	Debert	WM	01 Sep	8CH Petawawa
Pte	Doiron	JPJ	26 Jun	12e RBC Valcartier
Pte	Draper	CF	28 Aug	8CH Petawawa
Pte	Dymond	BC	01 Sep	8CH Petawawa
Pte	Elvin	RC	01 Sep	8CH Petawawa
Pte	Fenwick	RG	05 Jun	2 RCHA Petawawa
Pte	Gehue	RG	01 Dec	2 Svc Bn Petawawa

Pte	Greenan	RM	01 Sep	8CH Petawawa
Pte	Hogan	M	10 Jul	C Sqn 8CH Gagetown
Pte	Hunt	G	01 Sep	8CH Petawawa
Pte	Kerr	JS	26 Jun	8CH Petawawa
Pte	Labarre	JLN	23 Aug	12e RBC Valcartier
Pte	Labelle	JLN	09 Aug	12e RBC Valcartier
Pte	Laliberte	JM	20 Aug	12e RBC Valcartier
Pte	Laliberte	PA	20 Aug	12e RBC Valcartier
Pte	McKey	C	01 Sep	8CH Petawawa
Pte	Mason	BM	03 Jul	C Sqn 8CH Gagetown
Pte	Mingo	JW	14 Jun	C Sqn 8CH Gagetown
Pte	Olsen	LE	06 Nov	3 PPCLI Esquimalt
Pte	Roberts	JG	01 Sep	8CH Petawawa
Pte	Schroeder	JD	07 Jun	CFB Greenwood
Pte	Smith	DB	17 Jul	8CH Petawawa
Pte	St Pierre	ROJ	20 Aug	12e RBC Valcartier
Pte	Sullivan	MW	10 Jul	8CH Petawawa
Pte	Tweedale	PW	01 Dec	3 RCR Petawawa
Pte	Walsh	GC	14 Jun	C Sqn 8CH Gagetown
Pte	Winterburn	DW	01 Sep	8CH Petawawa

THE ROYAL CANADIAN DRAGOONS

PROMOTIONS - 1972

<u>RANK</u>	<u>NAME & INITIALS</u>		<u>PROMOTION DATE</u>
Maj	DC	Summers	01 Jul
Capt	BL	Griffin	01 Dec
Lt	GC	Moore	21 May
CWO		Frenette N	01 May
MWO		MacAdams AL	01 Jan
MWO		Roenspiess RJ	01 Jul
MWO		Thompson DG	01 Feb
MWO		Williams R	01 Mar
WO		Hartley ER	01 Nov
WO		Luscombe GM	01 Jan
WO		Rutledge TS	01 Jan
WO		Slater TD	01 Aug
WO		Urbanowsky TE	01 Mar
Sgt		Alcock MR	01 Oct
Sgt		Michallok GH	01 Jul
Sgt		Paauw M	01 Sep
Sgt		Turner AR	01 Jun
MCpl		Battley WA	01 Jan
MCpl		Bonney GJ	06 Jan

MCpl	Cardinell	RG	01 Jan
MCpl	Caughell	RN	01 Jan
MCpl	Custus	CB	01 Aug
MCpl	Fowler	MC	01 Sep
MCpl	Gaudet	P	01 Jul
MCpl	Griffin	MBWG	01 Jan
MCpl	Guilbeault	OL	01 Nov
MCpl	Hall	WJ	01 Sep
MCpl	Madore	JH	01 May
MCpl	McMillan	DJ	01 May
MCpl	Nicol	JG	01 Aug
MCpl	Perron	JM	01 Oct
MCpl	Rivard	RJ	01 Aug
MCpl	Rommell	DS	01 Jul
MCpl	Thompson	LR	01 Jan
MCpl	Zinck	MCJ	01 Oct
Cpl	Barr	AD	06 Sep
Cpl	Bastarache	LJ	05 Oct
Cpl	Boudreau	HC	24 Aug
Cpl	Connon	RN	08 Jul
Cpl	Cunliffe	GK	06 Nov
Cpl	Douthwaite	ALR	24 Aug
Cpl	Flewelling	JJ	07 Sep
Cpl	Hogan	M	07 Sep
Cpl	Jacobs	KR	23 Aug
MCpl	Kuus	A	01 Jan
Cpl	McKim	CJ	07 Sep
Cpl	Mingo	DG	07 Jul
Cpl	Munger	JER	07 Jul
Cpl	Underwood	KB	18 Oct

THE ROYAL CANADIAN DRAGOONS

POSTINGS OUT - 1972

<u>RANK</u>	<u>NAME & INITIALS</u>		<u>COS DATE</u>	<u>POSTED TO</u>
LCol	PHC	Carew	01 Aug	CAS Gagetown
Maj	HBE	Lake	07 Aug	RSS Atlantic
Maj	WA	Methven	21 Aug	RSS Montreal
Capt	LG	Del Villano	01 Aug	FMC HQ
Capt	JCS	Gowans	10 Aug	CAS Gagetown
Capt	RG	Meating	07 Aug	ATC HQ Cadet Det Toronto
Capt	ER	Nurse	31 Jul	HQ 4 CMBG (SO3 OPS)
Capt	DRB	Rogers	07 Aug	FMC HQ

Capt	JA	Seguin	05 Sep	430 ETAH Valcartier
Capt	DC	Wilkinson	26 Jun	NDHQ/CTS/DTRM
Capt	JAB	Willett	15 Aug	427 Sqn Petawawa
Capt	AP	Wilson	22 May	RSS Pacific Kelowna BC
CWO	Wilson	RR	03 Aug	3 Svc Bn Gagetown
MWO	Crawford	W	07 Jul	Release
MWO	Price	FVJ	18 Jul	RSS Central London
WO	Hansen	IA	15 Aug	CAS Gagetown
WO	Jackson	RW	26 Jun	RSS Pacific Kelowna BC
WO	Landry	EW	07 Aug	ATC HQ Cadet Det Toronto
WO	Madden	JD	26 Jun	1 Svc Bn Calgary
WO	Makuch	J	20 Nov	CAS Gagetown
WO	Middleton	RL	26 Jun	2 AFMS Uplands
WO	Pierce	JR	26 Jun	CAS Gagetown
WO	Quinn	P	10 Jul	CFB Winnipeg
WO	Sorokowski	WM	10 Jul	4 Svc Bn Lahr
WO	Sulis	HR	26 Jun	CFRS Cornwallis
WO	Wiita	KW	06 Jul	CFB Gagetown
Sgt	Boles	HW	26 Jun	1 RCHA Lahr
Sgt	Carter	JH	24 Jul	403 (HELS) OTS Gagetown
Sgt	Freeman	KJ	14 Jun	CFB Kingston
Sgt	Green	RV	07 Aug	202 Wksp Montreal
Sgt	Iwaneczko	J	24 Jul	Release
Sgt	Johnston	EM	26 Jun	CFB Gagetown
Sgt	Lyons	TJ	10 Jul	C Sqn 8CH Gagetown
Sgt	McIntyre	WC	04 Dec	8CH Petawawa
Sgt	Pushkarenko	J	06 Nov	LdSH(RC) Calgary
Sgt	Scaletta	F	07 Aug	RSS Prairie Winnipeg
Sgt	Sercerchi	DR	17 Jul	CFB Kingston
Sgt	Stoddart	RD	20 Aug	8CH Petawawa
Sgt	Terry	G	04 Dec	CFB Moose Jaw
Sgt	Tingley	DE	24 Jul	C Sqn 8CH Gagetown
Sgt	Watt	DA	18 Aug	1 FSSU Edmonton
MCpl	Archibald	TH	26 Jun	C Sqn 8CH Gagetown
MCpl	Ballard	SR	04 Dec	8CH Petawawa
MCpl	Beales	WJ	21 Aug	8CH Petawawa
MCpl	Boutilier	RR	10 Apr	C Sqn 8CH Gagetown
MCpl	Christopherson	DR	01 May	2 Svc Bn Petawawa
MCpl	Clark	JH	10 Apr	8CH Petawawa
MCpl	Devlin	W	01 Dec	3 Svc Bn Gagetown
MCpl	Small	GF	01 Jun	4 Svc Bn Lahr
MCpl	Smith	ED	07 Aug	CFB Esquimalt
MCpl	Pridge	BJ	21 Aug	C Sqn 8CH Gagetown
Cpl	Andrew	PB	04 Dec	8CH Petawawa
Cpl	Archibald	CR	10 Jul	8CH Petawawa
Cpl	Atkinson	KW	04 Dec	CFB Wainwright
Cpl	Atkinson	RA	05 Jun	2 Svc Bn Petawawa
Cpl	Bean	JML	01 Nov	5 Svc Bn Valcartier
Cpl	Blackburn	TE	07 Aug	C Sqn 8CH Gagetown
Cpl	Breckenreid	RC	04 Dec	CFS Inuvik NWT
Cpl	Boute	FH	14 Jun	3 Svc Bn Gagetown
Cpl	Burt	V	06 Jul	Release (CFB Trenton)
Cpl	Cann	GW	07 Aug	C Sqn 8CH Gagetown

Cpl	Cheeseman	JA	10 Jul	8CH Petawawa
Cpl	Clayfield	KR	14 Jun	CFS Inuvik NWT
Cpl	Condon	EJ	14 Jun	1 RCR London
Cpl	Delegarde	JRL	24 Aug	CFB Gagetown
Cpl	Desjardins	JFRP	05 Jun	HQ 4 CMBG
Cpl	Dillon	DW	03 Aug	8CH Petawawa
Cpl	Evans	DN	14 Jun	CFB Cold Lake
Cpl	Ferguson	WB	04 Dec	1 Sig Regt Kingston
Cpl	Ford	SJ	04 Dec	C Sqn 8CH Gagetown
Cpl	Goodbody	KJ	10 Jul	1 Svc Bn Calgary
Cpl	Hannah	PE	04 Dec	C Sqn 8CH Gagetown
Cpl	Holliday	DE	24 Aug	C Sqn 8CH Gagetown
Cpl	Janes	WG	10 Jul	403 HEL OTS Gagetown
Cpl	Jones	CJ	26 Jun	C Sqn 8CH Gagetown
Cpl	Kelly	RM	07 Aug	CFB Greenwood
Cpl	Kemp	WB	14 Jun	3 Svc Bn Gagetown
Cpl	Luffman	WR	14 Jun	CFB Toronto
Cpl	MacKenzie	GS	21 Aug	2 Svc Bn Petawawa
Cpl	MacPherson	MS	20 Nov	C Sqn 8CH Gagetown
Cpl	Mantel	AR	21 Aug	C Sqn 8CH Gagetown
Cpl	Masoeurs	FJ	21 Aug	C Sqn 8CH Gagetown
Cpl	Melanson	EA	21 Aug	C Sqn 8CH Gagetown
Cpl	Melson	NC	10 Jul	AETE Cold Lake
Cpl	Menard	WT	14 Jun	C Sqn 8CH Gagetown
Cpl	Morgan	RL	04 Dec	C Sqn 8CH Gagetown
Cpl	Morris	BG	24 Jul	1 Sig Sqn Calgary
Cpl	Munro	KB	21 Aug	CFB Edmonton
Cpl	Neil	BE	04 Dec	8CH Petawawa
Cpl	Nishiuchi	T	27 Jul	3 Fd Sqn Chilliwack
Cpl	Paquin	PD	23 Nov	8CH Petawawa
Cpl	Partenheimer	HT	13 Jul	CFMSS Borden
Cpl	Rodgers	WJ	21 Aug	C Sqn 8CH Gagetown
Cpl	Royer	DRJ	04 Dec	C Sqn 8CH Gagetown
Cpl	Smith	JM	20 Nov	CFB Esquimalt
Cpl	Straight	CA	04 Dec	C Sqn 8CH Gagetown
Cpl	Tremblay	JR	21 Aug	CFB Toronto
Cpl	Valk	GJ	30 May	CFB Borden
Cpl	Van Iderstine	RP	26 Jun	2 CDO Edmonton
Cpl	Welch	EK	04 Dec	C Sqn 8CH Gagetown
Pte	Carroll	EM	04 Dec	C Sqn 8CH Gagetown
Pte	Dover	PW	04 Dec	C Sqn 8CH Gagetown
Pte	Long	RJ	21 Aug	2 Svc Bn Petawawa

REGIMENTAL LISTSRHQ TROOPAs of 31 Dec 72

Commanding Officer	LCol	RJ	Brown
Deputy Commanding Officer	Maj	ECH	Latham
Adjutant	Capt	RM	Elrick
Operations Officer	Capt	A	Alexander
Intelligence Officer	Capt	MJ	Tanguay
Assistant Adjutant	Capt	WR	Blair
Signals Officer	Capt	IK	Murray
Regimental Sergeant Major	CWO		Brown EA

MWO	MacAdams	AL
WO	Urbanowsky	TE
WO	Hartley	ER
MCpl	Darin Zanco	MS
MCpl	McNeil	JS
MCpl	Nicol	JC
MCpl	Perron	JM
Cpl	Beaulieu	JL
Cpl	Blaker	LE
Cpl	Carter	GEG
Cpl	Correy	MJ
Cpl	Jacobs	KR
Cpl	Jeffery	DW
Cpl	Knight	PC
Cpl	McLeod	G
Cpl	Mills	JW
Cpl	Ross	RL
Cpl	Smythe	RC
Cpl	Stuart	GC
Cpl	Tetreault	G
Cpl	Vivian	KR
Cpl	Wordingham	AW
Cpl	Young	A

A SQUADRONSquadron Headquarters

Maj	KRT	Seeley	
Capt	LO	Klein	
Capt	PC	Mercereau	
MWO		Allt	R
Sgt		Swyers	TM
MCpl		Rommell	DS
Cpl		Buzzell	P
Cpl		Giguere	LJ
Cpl		LeBlanc	TF
Cpl		Mingo	DG
Cpl		Papineau-Couture	LM
Cpl		Parker	WM
Cpl		Pinette	JDE
Cpl		Westhaver	WD

1 Troop

Capt	BL	Griffin	
WO		McCracken	WA
Sgt		Turner	RR
Sgt		Landrye	CF
Cpl		Boyle	CE
Cpl		Campbell	RB
Cpl		Durocher	JG
Cpl		Flewelling	JJ
Cpl		Hapgood	CW
Cpl		Hogan	M
Cpl		Johnston	CL
Cpl		Levis	SA
Cpl		Sulmanis	IG
Cpl		Vickers	LD
Cpl		Villeneuve	GJ
Pte		Damphouse	JY

2 Troop

Capt	RJ	Fournier	
WO		Pepin	RP
Sgt		Kitcher	RD
MCpl		Custus	CB
Cpl		Breckenreid	RN
Cpl		Bluetchen	LT
Cpl		Godin	BR
Cpl		Hall	LS
Cpl		Hannan	CP
Cpl		Kilgore	TEA
Cpl		Martel	JN
Cpl		Thibault	JGC
Cpl		Valley	PT
Cpl		Weir	AC
Pte		Nemeth	JG
Pte		Winterburn	DW

3 Troop

Capt	WAJ	Gallop	
WO		Hutchinson	WW
Sgt		Munroe	BS
MCpl		Major	RS
Cpl		Arvisais	JBF
Cpl		Benoit	R
Cpl		Cunliffe	GK
Cpl		Guenette	VG
Cpl		Murphy	GK
Cpl		Piercey	LL
Cpl		Tobin	FR
Cpl		Underwood	KB
Pte		Dukart	JN
Pte		Debert	WM
Pte		Mason	BM
Pte		Roberts	JG

4 Troop

Lt	GC	Moore	
WO		Dorey	CV
Sgt		Sutherland	LH
MCpl		Gauthier	R
MCpl		Hall	WJ
Cpl		Bastarache	LJ
Cpl		Beaton	LC
Cpl		DeCoste	JA
Cpl		Hoffman	DB
Cpl		McGregor	DF
Cpl		O'Connor	TJ
Cpl		Siermachesky	GR
Cpl		Votour	DC
Cpl		Walker	GP
Pte		Kerr	JS
Pte		Prendergast	BW

Maintenance Troop

Sgt	Winniski	E
MCpl	Eastlake	SB
MCpl	Yantha	CA
Cpl	Ellis	RR
Cpl	Gallant	JR

B SQUADRONSquadron Headquarters

Maj	DC	Summers	
Capt	BE	Hook	
Capt	RS	Millar	
MWO		Thompson	DG
Sgt		Skinner	JD
MCpl		Battley	WA
MCpl		Regular	CV
Cpl		Barr	AD
Cpl		Connon	RN
Cpl		Gonder	BP
Cpl		Griffith-	DE
		Jones	
Cpl		Lambert	GW
Cpl		Tibbo	GG
Cpl		Webb	CH
Cpl		Willisko	CW

1 Troop

Capt	WS	Andrews	
Sgt		Adams	JQ
Sgt		Burgess	LTG
Sgt		Skippen	RB
MCpl		Caughell	RN
Cpl		Biggar	HT
Cpl		Hodgson	JR
Cpl		McLeish	KA
Cpl		McPherson	RN
Cpl		Mellott	DG
Cpl		Poulin	MHJ
Pte		Gernsbeck	GA
Pte		Hachey	RL
Pte		Hanna	RK
Pte		Knowlton	WG
Pte		Mingo	JW

2 Troop

Lt	RE	Hook	
Sgt		Stewart	AB
Sgt		Paauw	RM
MCpl		Scott	RE
Cpl		Bishop	JA
Cpl		Boyd	JR
Cpl		Brown	CE
Cpl		Brunelle	GJ
Cpl		Laliberte	CD
Cpl		Morash	MR
Cpl		Mueller	RA
Cpl		Thibault	M
Cpl		Verge	AD
Pte		Corbett	M
Pte		St Pierre	RJ
Pte		Sullivan	MW

3 Troop

WO		Koelbl	LJ
Sgt		Jacques	JV
Sgt		Mabee	EW
MCpl		Bernard	SW
Cpl		Perry	JA
Cpl		Seyeau	MR
Cpl		Lyons	EW
Cpl		Vienneau	JD
Cpl		Maszaros	I
Cpl		Emerson	DG
Cpl		Chapman	WC
Cpl		Greenan	RM
Cpl		Botterill	WF
Cpl		Broadbent	AM
Pte		Smith	DB

4 Troop

Capt	KL	Thornton	
WO		Owen	HR
Sgt		Grant	LM
Sgt		Sutton	HR
MCpl		Gaudet	JP
Cpl		Jones	GR
Cpl		McKim	CJ
Cpl		Moore	WA
Cpl		Auguston	MC
Cpl		Wilson	JF
Cpl		Boileau	JCM
Cpl		Hassall	DS
Cpl		Ries	HW
Pte		Doiron	JP
Pte		McQueen	JJ

Maintenance Troop

WO	Luscombe	GM
Sgt	Black	VM
MCpl	Hughes	KC
Cpl	Blanchette	JM
MCpl	Street	A
Cpl	Guy	TW

C SQUADRONSquadron Headquarters

Maj	E	Exley	
Capt	JA	Dalton	
Capt	JB	Price	
WO		Rutledge	TS
MCpl		Bell	RG
Cpl		Mullins	WE
Cpl		Atwater	GA
Cpl		Clements	WE
Cpl		Gillespie	WT
Cpl		Woods	WB
Cpl		Spencer	TG
Cpl		Bell	EW
Pte		Comeau	PJ
Pte		Hunt	G
Pte		Fenwick	RG
Pte		Labarre	JL
Pte		Montgomery	RD

1 Troop

Capt	J	Wrigglesworth	
Sgt		Hagan	PR
Sgt		Rutledge	WC
MCpl		Ceyer	JJY
MCpl		Everaert	DE
Cpl		Bereziuk	RG
Cpl		Douthwaite	RAL
Cpl		Hills	CH
Cpl		Maxson	CW
Cpl		Justason	BD
Cpl		Bagnell	JH
Cpl		Brownridge	RB
Cpl		Masiuk	E
Cpl		Boudreau	HC
Pte		Walsh	GC

2 Troop

Lt	BR	McCullough	
Sgt		Kramell	KH
Sgt		Alcock	MR
MCpl		Fougere	JE
Cpl		Ward	RW
Cpl		Millard	JD
Cpl		Michaud	JA
Cpl		Sparling	JD
Cpl		Fyke	JD
Cpl		Thibodeau	JA
Cpl		Hamer	JH
Cpl		Romain	CK
Cpl		Boisjoly	JME
Pte		Clark	RB

3 Troop

Sgt	Shadbolt	CH
Sgt	Gill	RD
Sgt	Thompson	LR
MCpl	D'Aigle	JT
MCpl	Griffith	MB
Cpl	Charbonneau	RN
Cpl	Dielschneider	DW
Cpl	Garnier	FJ
Cpl	Goodwill	JA
Cpl	Goodwill	RW
Pte	Labelle	JL
Cpl	Mavor	MW
Cpl	Pinter	L
Cpl	Renaud	JH
Cpl	Trepanier	JG

Adm Troop

MWO	Bennett	GR
Sgt	Smith	FH
Cpl	Crawford	GK
Cpl	MacLean	JAD
Cpl	Kolody	JA
Cpl	Rhodes	KG
Pte	Marchioni	RP
MCpl	Rivard	RJ
Pte	Dion	JRS

Maintenance Troop

WO	Hercun	WJ
MCpl	Rawlinson	RA
Cpl	Middleton	SC
Cpl	Sutton	AJ
Cpl	Trahan	JRG
Cpl	Bentley	RA

HEADQUARTERS SQUADRONSquadron Headquarters

Maj	GJ	O'Connor	
Capt	RE	Duchemin	
MWO		Patterson	SL
MCpl		Houriham	RJ
MCpl		Kuus	A
Cpl		Foster	RG
Cpl		Bithell	DJ
Cpl		Baxter	LAD
Cpl		Madore	KJ
Cpl		Laliberte	PA

Adm Troop

Capt	RF	Carruthers	
WO		Smith	LP
Sgt		Landrye	CF
Cpl		Hamilton	GC
Cpl		Josh	JE
Cpl		Mugridge	RB
Cpl		Ward	GA
Cpl		Wilson	JE
Cpl		Winchester	MA

Medical Section

Capt JB	Talbot	
Sgt	Michallok	GH
MCpl	Spence	WG

Ration Section

WO	Slater	TD
Sgt	Austin	WE
Sgt	Rychly	W
Sgt	Smith	JE
MCpl	Rivard	RJ
MCpl	Waddington	RT
MCpl	Guilbeault	OL
Cpl	Sanders	JP
Cpl	Tucker	MW
Pte	Dion	JR
Pte	Schroeder	JD

QM Troop

Capt RB	Stasuik	
MWO	Williams	R
WO	Engyel	E
WO	Lang	RL
WO	Pister	E
Sgt	Steward	HW
MCpl	Leduc	AF
Cpl	Bowen	RV
Cpl	Gigel-Wilson	GW
Cpl	Marin	RM
Cpl	Medwed	WA
Cpl	Pollitt	NDR
Cpl	Wright	RW
Cpl	Vickers	LD
Cpl	McDonnel	RB
Cpl	Goodwill	RW

Transport Troop

WO	Murrin	DF	Cpl	Lavender	DH
Sgt	Godden	RA	Cpl	Lee	MG
Sgt	Spence	GB	Cpl	Morton	BH
Sgt	Werring	DA	Cpl	Munger	JE
MCpl	Zinck	MCJ	Cpl	Ouellet	JRG
Cpl	Crocker	FR	Cpl	Simonetti	S
Cpl	Draper	CF	Cpl	Thompson	TG
Cpl	Gowers	DW	Cpl	Williams	KJ
Cpl	Harris	DK	Pte	Dymond	BC
Cpl	Hendrie	GR	Pte	Elvin	CR
Cpl	Johnston	EG	Pte	MacDonald	WT
Cpl	Larkin	DJ	Pte	Mackey	C

Maintenance Troop

Capt	PF	Burman		Cpl	Charland	RJ
CWO		Frenette	N	Cpl	Crocker	EJ
MWO		Roenspiess	RJ	Cpl	Halle	JB
WO		Drouin	DR	Cpl	Hazelwood	JW
WO		MacEwan	WR	Cpl	David	BC
WO		Williams	CAM	Cpl	Edwards	GD
Sgt		Benedict	GE	Cpl	Hooper	GR
Sgt		Chausse	R	Cpl	Holden	TW
Sgt		Cooke	ER	Cpl	Kennedy	NJ
Sgt		Janes	RC	Cpl	Kumick	DR
Sgt		Stevens	CJ	Cpl	Lusk	ER
Sgt		Yurett	LG	Cpl	Lynn	GA
MCpl		Bonney	GJ	Cpl	Martens	JT
MCpl		Cardinell	RC	Cpl	Mathieu	LH
MCpl		Devlin	W	Cpl	Murray	JB
MCpl		Fowler	MC	Cpl	McNeil	RC
MCpl		Labonte	JYG	Cpl	Olsen	LE
MCpl		Madore	JH	Cpl	Smyth	KC
MCpl		MacMillan	DJ	Cpl	Taylor	SR
MCpl		Thibert	JJ	Cpl	Tweedale	PW
Cpl		Adams	KJ	Cpl	Weinberger	FJ
Cpl		Aylward	PM	Cpl	Weins	WR
Cpl		Barkhouse	LW	Pte	Boyd	LD
Cpl		Blunston	WH	Pte	Code	ME

ERE OFFICERS

Capt	RE	Acreman	HQ FMC
Capt	ND	Ashton	CLFCSC
Capt	HL	Ayerst	HQ CFB Borden
Col	MH	Bateman	NDHQ/DCIS
Capt	ML	Beckett	CFRSU, Regina
BGen	GG	Bell	NDHQ/DGP
Maj	RS	Billings	HQ 1 (BR) Corps
Maj	KR	Black	RARDE, England
Capt	JB	Boileau	CAS
LCol	PHC	Carew	CAS
Capt	EP	Carey	CAS
Maj	WL	Claggett	NDHQ
Maj	ER	Day	NDHQ/DI Plans
Capt	HE	DeCoste	HQ FMC
Capt	LG	Del Villano	HQ FMC
Maj	BR	Dixon	HQ FMC
Capt	WB	Fox	HQ 1 Cbt Gp
Capt	JJ	Gallant	HQ Mar Com
LCol	JAR	Gardam	Chilliwack (CFOCS)
Capt	DE	Gill	NDHQ
Maj	ML	Gordon	NDHQ/CG Branch
Capt	JCS	Gowans	CAS
BGen	PVB	Grieve	Commander, 4 CMBG
LCol	RD	Gross	CDLS(W)
Capt	LJ	Gwiazda	CAS
Capt	GD	Henderson	NDHQ/ACIHA
Capt	HM	Hirschfeld	CAS
Capt	WA	Jacobs	NDHQ/ACIHA
Maj	PE	Jarvis	HQ CFB Borden
Maj	GS	Kells	HQ CENTAG
Col	CG	Kitchen	Pakistan
Maj	HBE	Lake	RSS Atlantic
Maj	RH	Langan	UNTSO, Palestine
Maj	AG	Lawrence	NDHQ/DMDC
Maj	JB	Long	HQ FMC
Col	AL	MacDonald	SHAPE
Capt	A	MacLean	NDHQ/PCM/ARMD
Capt	GR	MacLean	CAS
LCol	ADM	Matheson	Cdn Liaison Offr, Fort Munro
Capt	NR	Mauch	CF NBCW School, CFB Borden
Capt	RG	Meating	RSS Central
Maj	WA	Methven	HQ CFB M ontreal
Capt	IR	Munro	CAS
Capt	B	Moore	CDLS(W)
Maj	TRJ	Moulton	NDHQ/Armd Co-ord
LCol	JN	Murphy	SSO ADM ATC CFB Trenton
Capt	ER	Nurse	HQ 4 CMBG
Capt	DW	Prosser	CAS
BGen	JW	Quinn	Commander, 2 Cbt Gp

Capt	DRB	Rogers	Ops Br FMC HQ
Maj	CA	Sangster	HQ CENTAG
Capt	RJ	Shaftoe	HQ 4 CMBG
Capt	LJ	Skinner	CAS
Maj	WH	Smith	CAFTT Ghana
Capt	JA	Soame	CFB London
Capt	CJN	Sproule	RAC Armour School, England
Capt	D	Taylor	CAS
Capt	J	Thompson	CFSIT, CFB Borden
LCol	KG	Troughton	NDHQ
Capt	WF	Van Leeuwen	NDHQ/ACIHA
Col	MLA	Weisman	Commander, CFB Suffield
Maj	EJ	Wesson	CAS
Capt	DC	Wilkinson	NDHQ/DTRM 2-2-3
Capt	AP	Wilson	RSS Pacific
Capt	GW	Woollard	Air Def HQ, North Bay

ERE WOs AND SENIOR NCOs

CWO	Graham	HS	HQ CFB Borden
CWO	Partridge	HM	CAS
MWO	Beattie	D	CFOCS Chilliwack
MWO	Price	FJ	RSS, CFB London
MWO	Watt	AR	CFNBCS, CFB Borden
MWO	Winters	VG	HQ CFB Borden
WO	Conrad	RE	CAS
WO	Gale	CM	ATC HW, CFB Kingston
WO	Hansen	IA	RSS Pacific
WO	Makuch	J	CAS
WO	Pierce	JR	CAS
WO	Sampson	EB	CAS
WO	Sulis	HR	CFRS, CFB Cornwallis
WO	Watson	HD	RSS, CFB London
WO	Watson	WW	HQ CFB Borden
WO	Webb	TW	HQ FMC
Sgt	Barsby	BP	CAS
Sgt	Broadhead	TL	HQ CFB Gagetown
Sgt	Brophy	CR	CFSAL, CFB Borden
Sgt	Foster	LE	HQ CFB Gagetown
Sgt	Friesen	HD	HQ CFB Gagetown
Sgt	Fulton	HJ	Maritime Forces Pacific
Sgt	Georgeson	WC	CAS
Sgt	Green	WA	CAS
Sgt	Hobday	LT	408 Tac Hel Sqn, CFB Edmonton
Sgt	Johnston	EM	HQ CFB Gagetown
Sgt	McAllister	KW	CAS
Sgt	Read	JO	CAS
Sgt	Riches	GJ	CAS
Sgt	Ross	AD	2 RSU, CFB Toronto
Sgt	Ross	EH	CAS
Sgt	Scaletta	F	RSS Prairie HQ
Sgt	Wheeler	MG	CAS
Sgt	Wyatt	H	CAS

CHRONOLOGICAL SERVICE LISTINGACTIVE RCD OLD COMRADES1910

Mr. A.J. CHURCH
115-9th Ave N.W.
Calgary, Alberta

Mr. Fred A. MATTHEWS
39 Church Street
Flin Flon, Manitoba

Mr. Roy B. NORDHEIMER
1512 Madison Street
Evanston, Ill, U.S.A.

1911

LCol E.L. CALDWELL
RR 3, Middleton
Annapolis Co
Nova Scotia

Mr. F.E. SAVAGE
14843 Roper Avenue
White Rock, B.C.

Mr. A.F. MADDEN
2323 Eglinton Ave East
Apt 304, Scarboro
Ontario
MLK 2N7

LCol F. Hilton-Wilkes (Retd)
625 Avenue Road
The Lonsdale, Apt 1502
Toronto
M4V 2K7

1914

Mr. C.J. CARROLL
7 Essex Road
Westgate-on-Sea
Kent, England

1915

Maj J.H. ADAMS (Retd)
1829 Lakeshore Road West
Mississauga, Ontario
L5J 1J6

Mr. Allan C. COUCHMAN
75 Holgate Street
Barrie, Ontario

Capt A.P. BEATTY (Retd)
3361 St Andrews Avenue
Halifax, Nova Scotia

Mr. G. CRAVEN
407 Rustic Road
Toronto, Ontario
M6L 1W8

Mr. Harold H. BERSEY
1190 Stewart Avenue
Courtenay, B.C.

Mr. Donald S. FISHER
Box 358
Sackville, N.B.

Mr. David BROWN
1025 E Broadway
Vancouver, B.C.

Mr. J.R. HOPKINS
201-1975 Lee Avenue
Victoria, B.C.

Mr. A.D. CAMPBELL
61 Church Street
Flin Flon, Manitoba

Mr. J. Hall JUDD
RR # 4
St Catharines, Ontario

LCol M.H.A. DRURY, OBE, CD (Retd)
27 Reynolds Street
Oakville, Ontario

Mr. John T. LAWRENCE
PO Box 102
Marshfield Hills,
Mass 02051, U.S.A.

Mr. Herbert S. FABB
1013 Mt Pleasant Road
Toronto, Ontario
M4P 2L9

Dr. W.L. FALCONER
2406 Beach Drive
Victoria, B.C.

Mr. L.R. FISHER
"Belknap"
Garden Flat
West Hill Road, Ryde,
Isle of Wight
England

WOI Arthur E GALLOWAY (Retd)
223 Jameson Ave, Apt 2
Toronto, Ontario

Mr. William HUTCHCROFT
Rm # 4
Creemore, Ontario

Mr. Harry RINN
Creemore, Ontario

Mr. Everett L. ROSE
11630 - 123rd Street
Edmonton, Alberta
T5M OG6

Mr. Henry WILCOX
51 Princeton Road
Toronto, Ontario
MBX 2E3

1916

Mr. Jack HALSTEAD
246 Alexandra Street
Port Colborne, Ontario

Mr. Edward T. LITTLEDALE
1638 41st Avenue
Vancouver 13, B.C.

1917

Mr. John H. COLE
49 Elsfeld Road
Toronto 18, Ontario

1919

Mr. J. ADAMS
53 Jacques-Cartier Street
Saint Jean, Quebec

Mr. R.E. HENLEY
1114 Marchant Road
Brentwood Bay, B.C.

Major E.J. MANNING, MBE, MSM (Retd)
211 Gouin Blvd, Apt 15
St Johns, Quebec

1920

Mr. E. GROVES
2067 Prospect St, Apt 801
Burlington, Ontario

1924

Mr. G.S. HEATHERINGTON
450 Bell Street
Cowansville, Quebec

Mr. W.E. GILLESPIE
3555 Cote des Neiges Road
Apt 2106
Montreal 109, Quebec

Mr. James M. ROSS (MBE)
206 Yonge Street N
Stroud, Ontario

Mr. John T. WATSON
423 St Laurent Street
St Johns, Quebec

1926

Mr. Frank H. BERKIN
4547 Carlton Avenue
Montreal 249, Quebec

1927

Mr. O.A. HEMINGWAY
56 York Street
St Catharines, Ontario

1928

Mr. H.W. PRICE
1086 Union Street
Amherstburg, Ontario

1929

Mr. R.W. DEEMING
260 Centre Street
Meaford, Ontario

Mr. Ronald NIXON
141 N Windemere Avenue
Thunder Bay (P), Ontario

1930

Mr. Art DEIGHTON
286 Chamberlain Street
Pembroke, Ontario
K8A 2M5

Mr. P.A. FORGRAVE
Springbok Acres
RR # 2
Barrie, Ontario

Mr. John M. LORD
43 Gifford Street
Toronto, Ontario
M5A 3H9

Mr. Charles W. SMITH
Upper Apt
262 Central Avenue
London, Ontario

Mr. J.A.C. WATTS
91 Royal Avenue
Hamilton, Ontario

1933

Mr. D.J. BURT
RR # 2 Easthill Road
Knowlton, Quebec

MGen J.D.B. SMITH, CBE, DSO, CD
Managing Director (Retd)
RTZ Pillar Engineering Group
15 Lower Regent Street
London SW 1, England

1935

Mr. Rodolph THERIEN
41 Stonny Croft
Ashtead
Surry, England

1936

Mr. J.P. CUMMING
Ivy Bank
Brockhampton
Cheltenham
Glos. GL54 5XL
England

Major Norman MANN, MC, CD (Retd)
2 John Drury Drive
Downsview, Ontario
M3M 2Y9

1937

Mr. E.S. JOHNSON
Box 85
Don Mills, Ontario
M3C 2R6

Major J.E. MALONE, CD (Retd)
RR # 1
Owen Sound, Ontario
N4K 5Q3

Mr. Percy RESCORN
327 William Street, Box 66
Niagara-on-the-lake, Ontario
LOS 1J0

1938

Mr. Lawrence C. HANSEN
1251 King St West
Apt 1411
Toronto 150, Ontario

Mr. J. McCORMICK
RR # 3 Fisher Street
Hemmingford, Quebec

Mr. L.F. TURNER
2320 - 19 Avenue South
Lethbridge, Alberta
T1K 1E6

1940

Mr. L. BENNETT
12000 Laurier Avenue
Montreal North 462, Quebec

Mr. J.L. BRAIVE
4071 Grandblvd
Montreal 261, Quebec

Mr. William CUNNING
750 46th Avenue
Lachine 610, Quebec

Mr. J.K. DAVIDSON
5 McGilvray Crescent
Georgetown, Ontario

Mr. A.I. HAINEY
240 Lawrence Avenue East
Toronto, Ontario
M4N 1T4

Mr. W.J. VEITCH
3450 Drummond St
Apt 1506
Montreal 109, Quebec

1941

Mr. W.H. BAKER
16 Knightwood Avenue
St Catharines, Ontario
L2M 2N8

Mr. George H. BARR
Box 369
Meaford, Ontario

Mr. W. BARRON
RR # 1 Unionville
Ontario

Mr. S. CANE
169 Pykert Street
St Catharines, Ontario

Mr. Robert CAMPBELL
600 Victoria Street
Box 311, Alliston, Ont

Mr. Merton COOK
South Ohio
Yarmouth Co, Nova Scotia

Mr. Ed J. CYR
Apt 2
233 Waterloo Street
Saint John, N.B.

Mr. Wilmer FICE
1183 Erinlea Avenue
Oshawa, Ontario
L1H 7J4

Mr. G.R. LINCE
RR # 4
Stratford, Ontario

Mr. R.S. LONGMUIR
#4 Wild Road Trailer Park
Medicine Hat, Alberta

Mr. G.F. LUSTED
71 Painted Post Drive
Scarborough, Ontario

Mr. Budd MacBRIDE
RR # 2 Canning
King's Co., N.S.

Mr. W.S. MERRITT
132 Dalewood Avenue South
Hamilton, Ontario
L8S 1Z4

Mr. Charles MILLS
121 Hunter Street West
Apt 1201
Hamilton, Ontario

Mr. Douglas MURRAY
718 B Albert Street
Estevan, Saskatchewan

Mr. C.J. PATERSON
25 Tiago Avenue
Toronto, Ontario
M4B 1Z9

MR. C.H. PATTENDEN
332 Touzin Avenue
Dorval, Quebec

Capt. D.H.E. REID (Ret)
1456 Dougall
Windsor, Ontario

Mr. Wm RYSON
810 Second Street
Estevan, Saskatchewan
S4A 0L2

Mr. Vernon M. SINGER, QC, MPP
365 Bay Street, Suite 405
Toronto, Ontario

Mr. Howard G. STRAUGHAN
502 Royer Street
Oshawa, Ontario

Maj David TAYLOR (Retd)
Fort Beausejour National Park
AULAC, New Brunswick

Mr. Robert TAYLOR
22 Beaucourt Place
Hamilton, Ontario

Mr. Roy TURNER
RR # 3
Paris, Ontario
N3L 3E3

Mr. T.J. UNDERWOOD
PO Box 451
Labrador City
Labrador, Newfoundland

Mr. John G. WARD
RR # 2
Niagara-on-the-lake
Ontario

MWO WESKETT RGC
Camp Supply Unit - Ammo Wing
Camp Wainwright
Denwood PO, Alberta
TOB 1B0

Mr. Dan WEIR
628 Niagara Street
St Catharines, Ontario

Mr. JAMES E. WILKIN
158 Beaconsfield Blvd
Beaconsfield 870, Quebec

Col A.L. BRADY, DSO, CD (Retd)
No 1 Sutton Close
Cherry Garden Avenue
Folkstone, Kent
England

1942

LCol J.E. BESWICK, MBE, CD (Retd)
1176 Castle Hill Cres
Ottawa, Ontario
K2C 2A8

Mr. L.M. SEBERT
1119 Agincourt Road
Ottawa, Ontario
K2C 2H8

Mr. George G. WALTER
Box 186
Manotick
Ontario

1943

Mr. E.O.N. CLARK
Big Cedar Estate
Hawkestone
RR # 1, Ontario

Mr. M. KENTCH
32 Bittersweet Bay
Winnipeg, Manitoba
R2J 2E6

Mr. George J. MALENFANT
Box 194
Dorchester, N.B.

Mr. Jim MILLER
Killarney, Manitoba

1944

Capt T.R. Coll, CD (Retd)
70 Waskatenau Cres SW
Calgary, Alberta
T3C 2X6

Mr. Gordon R. GRAHAME
421 Judson Street
Lynden, Washington 98264
U.S.A.

Mr. Charles T. JONES
93 St Margaret's Road
Ancaster, Ontario

Mr. A. McARTHUR
137 5 Avenue NE
Dauphin, Manitoba
R7N OX3

Mr. Bruce MADELL
209 Beech Street
Alliston, Ontario

Maj Harry K. WATSON (Retd)
47 Clearside Place
Etobicoke, Ontario
M9C 2G7

Mr. Charles Hume WILKINS
Jackson's Point
Ontario
LOE 1LO

1945

Mr. George C. Hambley
37 Procter Place
Regina, Saskatchewan
S4S 4E9

Capt J.E. PONTING, CD (Retd)
1728 Edouard Laurin Blvd
St Laurent, P.Q.

Mr. Ine K. SMITH
184 Herchimer Avenue
Belleville, Ontario
K8N 4G6

Mr. D.E. VAN ALLEN
345 Abbott Street
Brockville, Ontario
K6V 4B2

1946

Mr. John GETTY
RR # 1
Beebe (Cedarville), Quebec

LCol J.H. GRAY (Retd)
45 Farmview Crescent
Willowdale, Ontario
M2J 1G5

Major John HARTE, CD (Retd)
70 Deerfield Road
Scarborough, Ontario
MLK 4X3

Mr. J.W. MARTIN
72 Templeton Street
Ottawa, Ontario
K1N 6X3

Major F.H. MILLEDGE, CD (Retd)
204 Glen Castle Road
Kingston, Ontario
K7M 4N6

1947

Mr. A.L. ROSE
Box # 3
Newmarket, Ontario

1948

Mr. G.I. GOULD
288 Nicherson Drive
Cobourg, Ontario

Maj A.W. MATTHEWMAN (Retd)
RR # 3
Lucknow, Ontario
NOG 2H0

Mr. Ken MEEKER
11 Spruce Avenue
Mount Pearl
Newfoundland

1949

Mr. P.W. AYRISS
4650 Cherbourg Drive
West Vancouver, B.C.

Major Cyrus C. GASKIN (Retd)
17 Marwendy Drive
Barrie, Ontario

Mr. G.T. ROBERTSON
572 Chelsea Crescent
Beaconsfield, P.Q.

BGen G.J.H. WATTSFORD, CD (Retd)
21 Pickwick Place
Kingston, Ontario

1950

Mr. R. COOK
32 Church Street
Chalk River, Ontario

Mr. A.P. DIVETO
RR # 1
Stayner, Ontario

Major R.I. JENKINS, CD (Retd)
121 North River Road
Charlottetown, P.E.I.

Mr. M.J. MORRIS
RR # 5
Owen Sound, Ontario

Mr. Vince PRICE
RR # 4
Perth, Ontario
K7H 3C6

Capt J.A. WHITTON (Retd)
23 Southern Drive
Ottawa, Ontario
K1S 0P3

1951

Capt P.M. D'AMOUR, CD (Retd)
Community Co-ordinator
CFB Europe
CFPO 5000

Capt D. FURLOTT (Retd)
St Francis Xavier University
Antigonish, Nova Scotia

Maj L.C. HALES (Retd)
c/o Chapman
24 Avondale Crescent
Redbridge, Ilford,
Essex, England

Mr. H.D. LAPOINTE
7 Downing Crescent
London, Ontario
N6C 3C7

LCol D.H. MORGAN (Retd)
83 Meadowbrook Drive
Ottawa, Ontario
K2G 0P4

LCol C. Allan SMITH (Retd)
936 Lake Christina Way
Calgary, Alberta
T2J 2R3

Capt E. WALLER (Retd)
517 Sinclair Avenue
Selkirk, Manitoba
R1A 0K9

Mr. G. WEST
175 Helmcken Road
Victoria, B.C.

1953

Mr. W.G. BUCHANAN
"The Woodlands"
RR # 2
Shanty Bay, Ontario

Major D.H. FILLMORE, CD (Retd)
RR # 1 Sable River (Little
Harbour)
Shelburne Co, Nova Scotia

MWO LR LIBERTY, CD
c/o Royal Hamilton Light Infantry
Sgts' Mess
200 James Street N
Hamilton, Ontario

Mr. Jack W. PATTON
12 Doverwood Crescent
Willowdale, Ontario
M2M 2G7

Mr. Ralph REID
Arthurette
RR # 1
New Brunswick

Mr. J. Edward ST LAURENT
264 - 11th Avenue
City of Two Mountains, P.Q.

Lt G.C. THURSTON (Retd)
38 Arlene Crescent
Scarborough, Ontario
M1P 3L9

Lt James ANGRAVE (Retd)
Bishop's University
Lennoxville, Quebec

Colonel J.C. BOND, MC, CD (Retd)
1968 Norway Crescent
Ottawa, Ontario
KLH 5N7

Mr. J. IWANECZKO
19 Queen Street, Apt 8
Barrie, Ontario

Mr. George PEARN
117 Oshawa Blvd, S
Oshawa, Ontario

Major P.R. WILSON (Retd)
Hurstwood
Sandy Downe Lane
Boldre
Lymington
Hants, UK

1955

The Rev John B Allen
Box 1116
Rosetown, Saskatchewan
SOL 2V0

Maj A.C. BECKINGHAM (Retd)
1088 Checkers Road
Ottawa, Ontario

Mr. W.I. DEARY
81 Centre Street
Angus, Ontario

1956

Mr. M.F. KELLY
75 Pawnee Crescent
London, Ontario
N5V 2T2

Lt N.F. POTTER (Retd)
The Toronto-Dominion Bank
London Regional Office
62 Cornhill
London EC3V 3PL
England

1957

Mr. Murray GLASE
Apt 12
164 James St S
Hamilton, Ontario
L8P 3B2

1960

Mr. David R. Facey-Crowther, PHD
Department of History
Memorial University of Newfoundland
St John's, Nfld

Capt L.J. NOILES, CD
450 (T) Hel Sqn
CFB Ottawa (S)
Ottawa, Ontario
K1A 0K5

1961

Major W.A. HENRY
Lord Strathcona's Horse (RC)
Sarcee Barracks
CFB Calgary

1962

Capt J.A. JACKSON (Retd)
34 Chesterton Drive
Ottawa, Ontario
K2E 5S9

Cpl Reid E.T.
A Company
1st Battalion
The Royal Canadian Regiment
Wolseley Barracks
London, Ontario
N5Y 4T7

1963

Mr. J.D. MacDOUGALL
Apt 1103, 100 Dundas St E
Mississauga, Ontario

1967

LCol G.D. SMITH (Retd)
 391 N.W. 25th Court
 Pompano Beach
 Florida 33064
 U.S.A.

1970

Capt G.C. BUCK
 240 Collingwood
 Kingston, Ontario
 K7L 3X8

Mr. Douglas CLIFFORD
 1055 Victoria Park Avenue
 Apt 307
 Toronto, Ontario

COLONELS OF THE REGIMENTFROMTO

MGen C.C. MANN, CBE, DSO, CD
 Deer's Bush
 RR # 2
 Newmarket, Ontario

Sep 58

Nov 64

Brig H.A. PHILLIPS, OBE, CD (Retd)
 200 Rideau Terrace
 Apt 1014
 Ottawa, Ontario
 K1M 0Z3

Nov 64

Jul 70

BGen E.A.C. AMY, DSO, OBE, MC, CD
 977 Blythdale Road
 Ottawa, Ontario

Jul 70

LCol (Hon) W.A.H. MacBRIEN
 561 Avenue Road
 Ste 1201-2
 Toronto 7, Ontario

Mrs. F.F. WORTHINGTON
 9 Ryeburn Drive
 RR# 5
 Ottawa, Ontario

LCol D.S.F. BULT-FRANCIS, OBE, CD (Retd)
 Timber Hall
 Cold Christmas
 Near Ware
 Hertfordshire
 England

Mr. M.F. BARNES
12409 Helena Street
Los Angeles
California 90049

Mr. Basil P. BOYCE
1050 Spadine Crescent East
Saskatoon, Saskatchewan

Col G.S. KINNEY (Retd)
Garden Court Apartments, Apt A22
1477 Bayview Avenue
Toronto, Ontario

Mr. H.W. THOMAS
19 Arundel Avenue
Ottawa, Ontario
K1K 0B7

Capt W.T. JOHNSON
403 HOTS
CFB Gaagetown, N.B.

Capt T. Barnes
Associate Director of Music
T.C. Band
CFB Winnipeg
Westwin, Manitoba

Maj V.W. JEWKES, MC, CD
Secretary
Canadian Military Institute
University Avenue
Toronto, Ontario

Maj (LR) F.M. KOHLER, CD (Retd)
Editor
Der Kanadier
Canadian Forces Post Office 5000

The following names and addresses were submitted to the Regiment
by Active Old Comrades:

Mr. T. ADAIR
37 Peel St, Apt 802
Barrie, Ontario

Capt John ARMSTRONG
Lower Apartment
262 Central Avenue
London, Ontario

Mr. T.S. ARMSTRONG
1716 Leakwood Avenue
Victoria BC

Mr. George A. BALDWIN
29 Barhaven Crescent
RR # 3 Ottawa
K2C 3H2

Mr. R.C. BRIDGE
Big Bay Point
Ontario

Cpl H.L. BODFIELD
33 Church Street
Chalk River, Ontario

Mr. D. BOON
832 Downey Road
RR # 1
Sidney, B.C.

Mr. A. BECHARD
4 Cardinal Street
Apt 2
Saint John, Que

Capt A.F. BESWICK
Leaside Lowers
95 Thorncliffe Park Dr
Toronto 17, Ontario

Mr. D. BUXTON
Canadian Services College
Royal Roads
Victoria, B.C.

Mr. C. CHRISTIANI
Box 994
Henry Street
Ridgetown, Ontario

Mr. R.L. CULP
19 Considine
St Catharines, Ontario

Mr. Robert CUNNING
119 Braebrook Avenue
Pointe Claire, PQ

Mr. W.J. DENOMME
279 Parkwood Avenue
Pembroke, Ontario

Mr. E.W. DOUGLAS
RR # 1
Kingsville, Ontario

Mr. James DUNK
c/o Park Hotel
De Salaberry Street
St Johns, Que

James Durrant
Charlottetown, P.E.I.

Mr. J.F. EGAN
395 Glen Park Avenue
Toronto, Ontario

LCol Gordon FAWCETT (Retd)
c/o Ministry of Colleges and
Universities
Applied Arts & Technology Br
Mowatt Black
Queens Park
Toronto, Ontario
M7A 131

Mr. James GALE
516 Hamilton Road
London, Ontario

Mr. John D GALE
612-830 Canterbury Avenue
Ottawa, Ontario
K1G 3A9

Mr. Pouis GALLAGHER
8 Poplar Street
Ottawa, Ontario
K1R 6V2

Mr. George GAUION
Box 595
355 Murray Street
Pembroke, Ontario

Mr. H. GAZY
2 Rosemary Road
Lindsay, Ontario
K9V 4P5

Mr. James GELL
516 Hamilton Road
London, Ontario

Mr. James GRUNERARD
304 - 15th Avenue SE
St Cloud, Min
USA

LCol Jim HARBER (Retd)
c/o R A CENTRE
Ottawa, Ontario

Mr. Robie M. HANCOCK
White Rock
Kings Co, Nova Scotia

Mr. G. HARRISON
194 Sherwood Road
Beaconsfield, PQ

Mr. E.J. HICKS
Wawa, Ontario

Capt J. HONE (Retd)
Honewood
Cavan, Ontario

Mr. R.B. JOHNSON
734 Latoria Road
Victoria, B.C.

Mr. J.M. JONES
c/o Imperial Bank of Commerce
Windsor, Ontario

Capt AR JAMIESON
10-91 Woodridge Crescent
Ottawa, Ontario
K2B 7T2

Mr. George H.S. KENNEDY
80 Upper Middle Road
RR # 1
Oakville, Ontario

Mr. L.V. McKINLEY
Box 234, Burstall
Saskatchewan

Mr. John KOVACH
Melfort, Saskatchewan

Mr. F.W. LAWRENCE
194A Fortin
St Jean, P.Q.

Mr. C. LENNON
505 Perry
Whitby, Ontario

Maj P.F. MANION (Retd)
Apt 311
56 Pacific Avenue
Toronto, Ontario
M6P 2P4

Mr. E.K. MAXTED
22 Rockelm Road
Scarboro, Ontario

Mr. W.H.C. MARSH
Moonstone, Ontario

Mr. R.A. MEPHAM
Apt 1807
80 Firest Manor Road
Willowdale, Ontario

Mr. L. MERCER
21 Tedford Dr
Scarborough, Ontario

LCol J.A. MILBRATH (Retd)
10920 Inwood Road
RR # 1
Sydeny, B.C.

Major W.E. MILNER (Retd)
436 Bayview Drive
RR # 2
Woodlawn, Ontario

Sgt H.E. MacMASTER
Base Maintenance (Land)
CFB Ottawa (S)
Ottawa, Ontario
K1A OK5

Major G.D. MacRAE (Retd)
PO Box 2000
Charlottetown, P.E.I.

Mr. D.A. MacDONALD
42 Herkimer St
Apt 505
Hamilton, Ontario

Mr. John McGOWAN
1550 Alta Vista Dr
Ottawa, Ontario
K1G OG2

Mr. J.E. McNABB
Apt 108
2550 Departure Bay Rd
Nanaimo, B.C.

Mr. E. NEWSON
Lot 31
Blackfoot Trail SE
Calgary, Alberta
T2J 6T2

Mr. M. NICHOLS
196 Centre St
Box 656
Campbellford, Ontario

LCol J.S. PAISLEY (Retd)
2321 Rembrandt Road
Ottawa, Ontario

Mr. Jack W. PATTON
12 Doverwood Crescent
Willowdale, Ontario
M2M 2G7

Mr. C.H. PERKINS
541 Nelson Street
Pembroke, Ontario

Mr. J.S. POTTER
40 Pleasant Blvd
Toronto 7, Ontario

Mr. J.A. PORTER
RR # 4
Meaford, Ontario

Mr. Gordon Price
Surveys & Mapping Branch
615 Booth Street
Ottawa, Ontario

Mr. F.P. RAY
3030 Prospect Street
Apt 4H
Burlington, Ontario

Mr. H.V. RICE
114 Glen Road
Toronto, Ontario
M4W 2V9

Mr. Norman ROBILLIARD
1867 Crystal Crescent
London, Ontario

Capt W.E. ROSA (Retd)
RR # 1
Boswell. B.C.

Mr. V. ROUSE
165 Dolher
St Jean, Que

Mr. Chas R. RHEAULT
The Crossways
Westwood, Mass
USA

Mr. J.E. SAVARD
380 Wilson Ave
NDG
Montreal, P.Q.

Mr. W.G. SIMPSON
58 Delux Blvd
Georgetown, Ontario

Mr. S.R. SMITH
400 Courtemanche
Iberville, Quebec

Major C.H.A. SPENCER (Retd)
1170 Tara Drive
Ottawa, Ontario

Mr. D. STRAUGHEN
107 Wilson Road N
Oshawa, Ontario

Mr. Tom Taylor
419 Murray Street
Pembroke, Ontario

Mr. D.J. TELFER
111 Cherovan Drive
Calgary, Alberta

Mr. N.E. THOMAS
94 Stafford
Baie d'Urfe, P.Q.

Mr. A.D. THORNTON
104 Devonshire Road
Baie d'Urfe, Quebec

Mr. Ken TEILMANN
7832 West Shalimar Street
Miromar
Florida 33023

Mr. Ivan TOMLINSON
Arthurette, N.B.

Mr. L.F. TRACEY
Ardbeg, Ontario

Mr. Donald C WHITE
1438 Simcoe Street N
Oshawa, Ontario